

# HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Vol. 33 | Week 21 of 2026 | 22 May 2026

## Borr Drilling Adds Jack-Up Backlog

Borr Drilling added 13 contracts in 2026, lifting jack-up rig backlog by more than 2,250 days as it expands its fleet and points to stronger long-term offshore drilling demand.

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## South Korea Offshore Wind Auction Draws Heavy Demand

South Korea's H1 2026 offshore wind auction drew 9 projects totaling 3.6 GW for 1.8 GW of available capacity.

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## Cadeler Installs First Hornsea 3 Monopile With Wind Ally

Cadeler completed the first fully commissioned monopile foundation installation at Ørsted's Hornsea 3 offshore wind project using the newbuild vessel Wind Ally.

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# Mammoet Speeds Scarborough Topsides Load Out

Mammoet completed the 33,000 tonnes Scarborough topsides load out in China using its integrated Mega Jack lifting and weighing system to streamline heavy transport work.

P3



## SAL Trains MV Lone Crew for Offshore Safety

SAL completed a two-day emergency response training programme aboard MV Lone, covering rescue exercises, confined spaces and offshore safety preparation.



Image source: SAL

19, May 2026

Before offshore work begins, preparation starts on board. SAL recently completed a two-day emergency response training program aboard MV Lone in cooperation with the Maritime

University of Szczecin Training Center.

The program was designed around operational risks crews may face at sea, including confined spaces, cargo holds, work at height, and difficult-to-access areas. In total, 29 participants trained

within the vessel's own working environment.

The sessions combined theoretical instruction with realistic rescue exercises. Training covered rope evacuations, casualty handling and rescue work inside crane structures and narrow onboard spaces.

Beyond technical drills, the program focused on building confidence, strengthening teamwork, and helping crew members act safely and decisively in emergency situations. The activity also reflected the Act Safely campaign of the Harren Group, which pro-

notes onboard safety as a shared responsibility.

With the training completed, MV Lone and her crew are prepared for the next offshore challenge ahead.

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## NSB Oversees MPP Newbuildings in China

NSB GROUP is supervising multipurpose heavy-lift newbuildings at Chinese shipyards, with Hinode Shipmanagement set to manage the vessels after delivery.

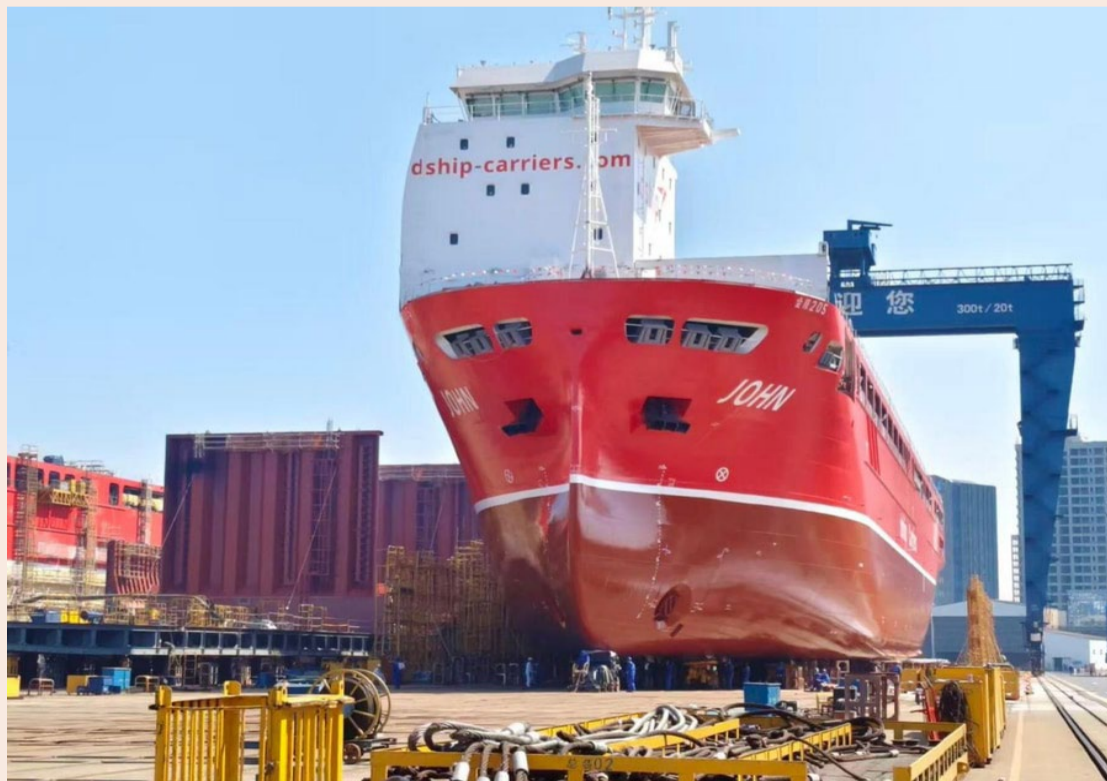


Image source: NSB Group via LinkedIn

20, May 2026

NSB GROUP is supervising a series of modern multipurpose newbuildings at shipyards in China, supporting the development of new MPP tonnage for heavy-lift and project cargo work.

The vessels are designed for demanding cargo operations. They combine large cargo intake, high lifting capacity and efficient fuel performance, making them suitable for project cargo and multipurpose shipping services.

NSB GROUP said its newbuilding supervision teams are involved both on site and from the company's headquarters in Buxtehude. Their scope covers construction oversight, quality control, commissioning and handover, with the

aim of ensuring that technical standards, regulatory requirements and operational expectations are met before delivery.

After delivery, the vessel and five sister ships will be taken over by Hinode Shipmanagement. The company is a joint venture between MPP specialist dship Carriers and NSB GROUP's shareholder, formed to consolidate and further develop ship management expertise in the MPP segment.

NSB GROUP said its experience in ship management and newbuilding projects supports the conversion of design concepts into reliable vessels ready for service from day one.

[hmt-news.com](http://hmt-news.com)

## Mammoet Speeds Scarborough Topsides Load Out

Mammoet completed the 33,000 tonnes Scarborough topsides load out in China using its integrated Mega Jack lifting and weighing system to streamline heavy transport work.



Image source: Mammoet

16, May 2026

Mammoet has completed weighing, jacking and load-out work for the 33,000 tonnes floating to be aligned before steel construction began. The project dates back about eight years, when Mammoet joined the design team to review alternative construction methods. Instead of building the topsides directly on the support frame, engineers selected a lower-height fabrication method supported

by an integrated jacking and weighing system. This changed the project sequence. Building closer to ground level reduced elevated work areas and limited complex heavy crane operations at height. It also allowed topsides fabrication to progress before the deck support frame was completed.

The operation marked the first use of Mammoet's Mega Jack 10000 system, which was developed for higher lifting capacity from lower start-

ing heights. Four Mega Jack towers were installed under key load points, while modular jacking bases distributed the load without expanding the working footprint.

The system included 80 load cells, each with 750 tonnes capacity, allowing the topsides to be weighed and lifted at the same time.

Richard Verhoeff, Sales Director at Mammoet, said using one system for both functions reduced the transition time between project stages. He explained that a more conventional method would have required separate load cells and hydraulic cylinders at several positions beneath the topsides.

Mammoet also engineered a load-spreading starter beam that was built into the underside of the topsides during fabrication. The beam supported construction work

and later allowed the structure to stand on four lifting points during load out without extra load-spreading steel.

After final weight verification, the topsides were raised to 16 m so the deck support frame could be moved underneath and connected.

The completed structure was then moved onto an installation barge using eight SJ850 strand jacks and a skidway system. Mammoet also handled barge ballasting to maintain stability as the load moved across the deck.

According to the company, the integrated setup reduced steel consumption, cut back on ground preparation work and decreased equipment mobilization at the yard.

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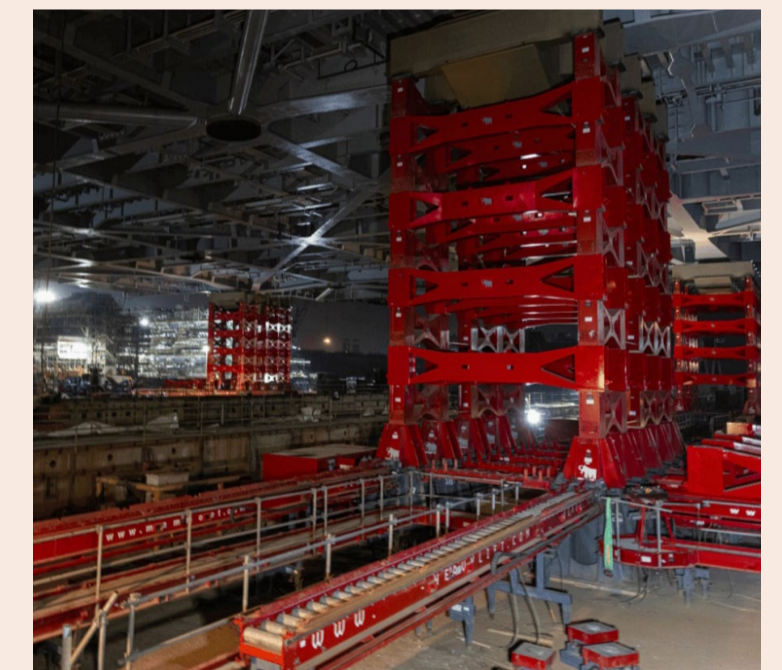


Image source: Mammoet

# HMT news

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## Siemens Gamesa Starts Thor Blade Shipments

Siemens Gamesa has shipped the first 115 m B115 blades from its expanded Le Havre plant to Denmark's Thor offshore wind project.



Image credit: Siemens Gamesa

19, May 2026

Siemens Gamesa has sent the first 115 m offshore wind turbine blades from its expanded Le Havre manufacturing site in France to Denmark's Thor offshore wind project.

The blades are the first B115 units produced at the upgraded French facility. A total of 63 blades, each measuring

115 m, will be manufactured in Le Havre for the Danish project.

Thor will be equipped with 72 SG 14-236 DD offshore wind turbines. The wind farm will have an installed capacity of more than 1,000 MW, making it Denmark's largest offshore wind project once in operation.

The shipment also highlights the growing logistics

demands linked to offshore wind components. Blades longer than a football field require dedicated handling procedures, port planning, and specialised heavy transport equipment across the supply chain.

[hmt-news.com](https://www.hmt-news.com)

## Korea Coast Guard Floating Dock Delivered After Multi-Stage Marine Operation

A 10,000-tonne floating dock was transported, launched, and wet towed to the Korea Coast Guard pier in Mokpo.

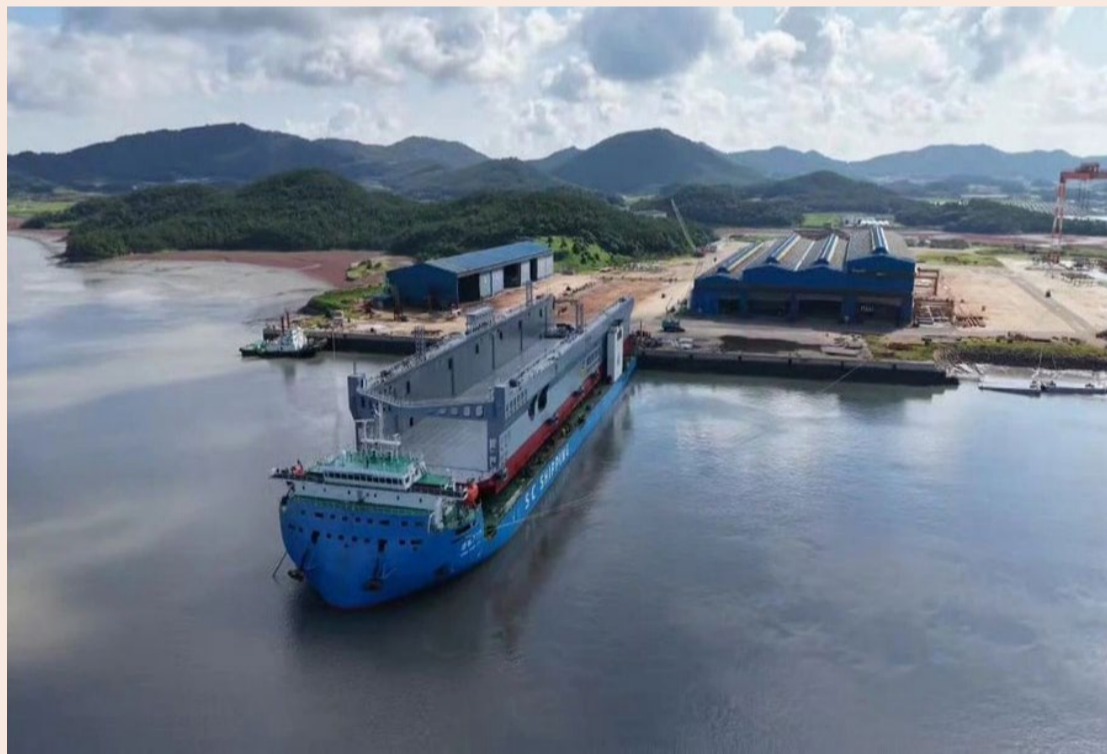


Image source: H.K. Kim via LinkedIn

21, May 2026

A large-scale marine transportation project for the Korea Coast Guard has been completed following a month-long operation involving roll-on transportation, launching, and wet tow activities across multiple locations in Korea.

The project was carried out in three major phases covering Shinan, Yeosu, and Mokpo. In the first stage, a floating

dock (FD) weighing about 10,000 tonnes was rolled onto a 200 m LOA self-propelled vessel in Shinan.

The second phase involved transporting the FD to Yeosu, where the structure was rolled out onto a large floating dock. Launching operations were then conducted using the floating dock as the transfer platform.

Following the successful launch, the final phase consisted of a wet tow operation

from Yeosu to the Korea Coast Guard pier in Mokpo. The marine spread for the project included towing tugs and auxiliary tugs supporting the towage and positioning work.

The entire transportation and marine operation was completed over approximately one month, with the floating dock safely delivered to the Korea Coast Guard.

[hmt-news.com](https://www.hmt-news.com)

## Chipolbrok Launches New Heavy-Lift Vessel Wyspiański

Chipolbrok has launched m/v WYSPIANSKI, a newly built 38,000 DWT heavy-lift multipurpose vessel designed for project cargo and oversized transport.



21, May 2026

m/v WYSPIANSKI, a newly built 38,000 DWT heavy-lift multipurpose vessel, has been successfully launched, marking another milestone in Chipolbrok's newbuilding program.

The vessel belongs to a new generation of forward-bridge heavy-lift multipurpose ships developed for project cargo and oversized

transport. After entering service, m/v WYSPIANSKI will join Chipolbrok's shipping operations as part of the company's fleet expansion program.

The series is rated at approximately 37,450 DWT and has an overall length of 182 m. The vessel is fitted with three 350 t cranes, enabling tandem lifting capacity of up to 700 t. Its large cargo holds are designed to accommodate heavy and oversized cargoes.

The launch follows the earlier fleet addition of m/v KOPERNIK, a 62,000 DWT vessel delivered this year.

[hmt-news.com](https://www.hmt-news.com)



Image source: Chipolbrok

## JSI Alliance Advances GCPL Berth Project

JSI Alliance is executing heavy-lift transport and installation work for a new GCPL liquid cargo berth in India, using HLV Jumbo Javelin across six voyages.



Heavy-lift installation operations for the GCPL berth project in India. The image was captured from a LinkedIn video posted by JSI Alliance.

21, May 2026

JSI Alliance has completed a major project in India for AFCONS Infrastructure Limited, part of the Shapoorji Pallonji Group Company, covering heavy-lift transport and installation work for a new liquid cargo berth at Gujarat Chemical Port Ltd. (GCPL).

AFCONS Infrastructure Limited was contracted to construct the berth, with JSI Alliance entrusted to execute critical heavy-lifting operations for the development.

The scope included transportation of 18 components from Dighi Port to Dahej and installation at the new berth over six voyages. Lift weights ranged from 50 t to 600 t.

The project was carried

out using HLV Jumbo Javelin, equipped with a Fly Jib. Strong currents made dynamic positioning unsuitable, so a temporary eight-point mooring system was installed on-board and connected to pre-laid anchors.

Working with two assisting vessels, the first installation is scheduled for completion in December 2025, with full project delivery planned for March 2026.

GCPL, located along the Gulf of Khambhat, handles bulk liquids including petroleum products, chemicals, and petrochemicals. The expansion is set to increase its handling capacity to 12 million metric tonnes per year.

[hmt-news.com](https://www.hmt-news.com)

## ESL Shipping Explores Quantum Computing

ESL Shipping and QMill are exploring quantum computing applications for fleet planning and complex shipping decisions through the Smart Fleet Optimization project.



Image source: ESL Shipping

21, May 2026

ESL Shipping has launched the Smart Fleet Optimization project, a multi-year research and development initiative focused on improving fleet-level planning and decision-making through advanced optimization methods, including quantum computing applications.

Partially funded by Business Finland, the project addresses the challenge of managing cargo flows, capacity constraints, emissions and commercial priorities at the same time. It combines operational data, optimization models and new approaches to pricing and information sharing to examine how emerging computational methods could support more advanced shipping decisions.

In tramp trade shipping, fleet optimization involves many variables that change dynamically. The project is designed to assess how far advanced and emerging optimization methods can support operational planning and emission reductions.

ESL Shipping has partnered with QMill to evaluate the suitability of quantum computing for optimization problems using real operational data from ESL Shipping. The work will include modeling, validation, and close collaboration between technical specialists and business stakeholders.

The project will also assess the potential of hybrid quantum-classical optimization algorithms, linking QMill's technology with operational shipping data. The approach is intended to deliver business value while examining longer-term opportunities as quantum hardware develops.

With support from Business Finland, the project provides a structured framework to investigate how quantum computing could address highly complex optimization challenges in shipping while staying closely connected to operational needs.

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# Senegal Advances \$7.5 Billion Yakaar-Teranga Gas Plan

Petrosen said Senegal's Yakaar-Teranga deepwater gas project could require around \$7.5 billion to develop 25 trillion cubic feet of recoverable gas resources.



FPSO Léopold Sédar Senghor (Source: Modec)

15, May 2026

Petrosen has outlined the scale of investment needed to develop the Yakaar-Teranga deepwater

gas field offshore Senegal, with the project expected to require around \$7.5 billion.

The field is estimated to contain recoverable resources of approximately 25 trillion

cubic feet of gas. The asset returned to Senegal in April 2026 after Kosmos Energy exited the block, giving Petrosen exclusive rights without compensation.

The handover was interpreted as prioritizing domestic energy supply over exports within the Greater Cayar Offshore Profond block north of Dakar.

New gas supply from the project could help Senegal reduce reliance on imports and lower annual energy subsidy costs estimated at about \$1 billion once production reaches the domestic market.

Kosmos Energy had previously said it was working with Petrosen to identify a suitable partner and establish a commercially viable development concept. Senegal's Ministry of Energy, Petroleum and Mines stated that the process did not reflect an intention to nationalize the project.

Senegal's Energy, Petroleum and Mines Minister Birame Souleye Diop visited Petrosen on 30 April 2026 to review projects including Yakaar-Teranga. Discus-

sions covered development progress, technical options, resource evaluation, environmental and social impacts, financing for a final investment decision, and marketing-related matters.

Petrosen said the project has reached a stage where an integrated gas chain development concept and advanced technical work can support entry into front-end engineering design. The company also stated that the project demonstrated economic viability supported by an offtake strategy.

Other major energy projects in Senegal include Woodside's Sangomar field, which achieved first oil in June 2024 with the FPSO Léopold Sédar Senghor, and BP's Greater Tortue Ahmeyim Phase 1 project offshore Mauritania and Senegal.

[hmt-news.com](http://hmt-news.com)

# Velesto Wins Malaysia Offshore Rig Contract

Velesto Energy secured a Malaysia offshore drilling contract with Hibiscus Oil & Gas covering nine firm wells and up to seven optional wells for 2026 operations.

16, May 2026

Velesto Energy has secured a new offshore drilling contract with Hibiscus Oil & Gas for a multi-well campaign offshore Malaysia in 2026.

The contract was awarded through Velesto Drilling, a wholly owned subsidiary of Velesto Energy. Under the agreement, the company will provide a jack-up rig through a charter arrangement using a third-party unit.

According to Velesto Energy, the award marks its first contract based on an asset-light jack-up rig model. The structure expands the company's ability to support offshore clients without relying solely on its owned rig fleet.

The firm scope includes drilling services for eight plug and abandonment (P&A) wells and one exploration well. The



Illustration (Image source: Velesto)

contract also contains options for up to seven additional wells.

Operations are scheduled to begin in May 2026 in the PM3 CAA area offshore Ma-

laysia. If the optional wells are exercised, the campaign will also extend to North Sabah.

Megat Zariman Abdul Rahim, President of Velesto Energy, said the contract

demonstrates the company's ability to support clients through different operating models while maintaining focus on safety, performance and operational execution.

He added that the company's first asset-light arrangement increases flexibility in responding to market opportunities and client requirements while maintaining operational discipline and consistency.

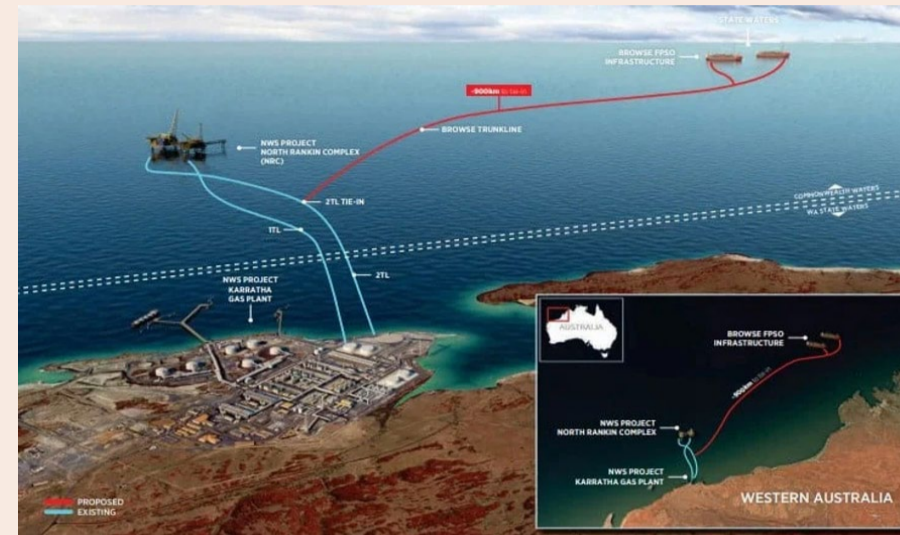
The contract strengthens Velesto Energy's order book and expands its operating capacity through a broader mix of contracting structures. The company added that the award also supports continued utilization.

The latest deal follows another recent offshore assignment for Velesto Energy. Two months earlier, the company secured work supporting Shell's Sabah Shell Petroleum Company during deepwater operations offshore Sabah.

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# Inpex Moves Into Browse Gas Project

Inpex has signed an agreement to acquire a 10.67% interest in the Woodside-operated Browse joint venture, covering major gas fields offshore Western Australia.



15, May 2026

Inpex has taken a step toward joining the Browse gas development offshore Western Australia, described as Australia's largest undeveloped conventional gas resource.

Through Inpex Mirai Upstream, the Japanese exploration and production company signed a sales and purchase agreement to acquire a 10.67% participating interest from PetroChina International Investment (CNPC) in the Browse joint venture operated

by Woodside.

The joint venture includes titles covering the Brecknock, Calliance and Torosa gas fields. The fields were discovered between 1971 and 2000 and are estimated to hold combined contingent resources of about 13.9 trillion cubic feet of dry gas and approximately 390 million barrels of condensate.

Completion of the transaction remains subject to several conditions, including regulatory clearance and approvals from the Browse joint venture.

The Browse development

has the potential to support energy supply in Australia and the wider Asia-Pacific region. An economic impact assessment by Deloitte Access Economics estimated that the Browse to North West Shelf project could generate a long-term increase of around A\$147 billion (\$102.9 billion) in gross state product for Western Australia and more than A\$141 billion (\$98.7 billion) in national GDP.

[hmt-news.com](http://hmt-news.com)

# Equinor Receives Approval for Åsgard Drilling Campaign

Equinor received regulatory approval to use the Transocean Encourage semi-submersible rig for drilling operations at the Åsgard field offshore Norway.



Transocean Encourage (Image: © Alf Kåre Aasebø / Maritim Optima)

15, May 2026

Equinor has obtained regulatory approval

from the Norwegian Ocean Industry Authority (Havtil) to carry out drilling operations on the Norwegian Continental Shelf using the semi-submersible rig Transocean Encourage owned by Transocean.

The consent covers production drilling activities at the Åsgard field in the central Norwegian Sea, including plugging work and drilling operations related to wells 6506/12-K-2 AH and 6506/12-H-4 AH.

Equinor awarded the rig a nine-well contract in 2023 with options for six additional wells. More recently, Trans-

ocean Encourage secured a seven-well contract extension under a new agreement linked to operations on the Norwegian Continental Shelf.

Built in 2016, Transocean Encourage is a sixth-generation harsh-environment semi-submersible rig designed for operations on the Norwegian Continental Shelf. The fully winterized unit can accommodate up to 130 people and is equipped with automated drilling control systems.

The Åsgard field lies in water depths of 240 m to 300 m in the Norwegian Sea. The field was discovered in 1981,

# India Plans Oman-Gujarat Gas Pipeline

India is planning a \$4.8 billion deep-sea gas pipeline from Oman to Gujarat to secure Gulf energy supplies and reduce chokepoint risks.

16, May 2026

India is preparing a \$4.8 billion deep-sea gas pipeline to improve energy security by linking Oman directly with the Gujarat coast.

The project, estimated at INR 40,000 crore, is awaiting government approval. Once cleared, construction is expected to take 5-7 years.

The plan follows concerns over supply risk around the Strait of Hormuz. According to the source, the route became a critical issue after Iran closed the passage during the U.S.-Iran war.

India does not hold gas reserves in the same way it stores oil, making gas supply interruptions more difficult to manage. The proposed pipeline would support direct energy purchases from Oman,

the UAE, Iran, Saudi Arabia, Turkmenistan and Qatar.

The planned deep-sea line would extend 20,000 km, carry 31 MMSCMD and reach a maximum depth of 3,450 m. This would place it among the world's deepest gas pipeline systems.

The dedicated route would run through the Arabian Sea via Oman and the UAE, while avoiding sensitive areas and major maritime chokepoints. India aims to keep supplies flowing even if regional conflict affects existing routes.

The Petroleum Ministry has instructed GAIL, Engineers India and Indian Oil Corp to submit a feasibility report.

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## Skandi Amazonas Grounded After Hull Damage off Brazil

DOF-operated AHTS Skandi Amazonas was deliberately grounded off Brazil after suffering hull damage near Macaé. No injuries or pollution were reported.



Image Copyright © Edson De Lima Lucas / Maritime Optima

18, May 2026

Skandi Amazonas, an anchor handling tug supply vessel operated by DOF, was deliberately grounded off the coast of Rio de Janeiro State after suffering hull damage near Macaé on 15 May 2026.

The incident occurred when the AHTS struck a rock close to the southeastern Brazilian port town, causing a breach in the hull. To reduce the risk of sinking, the crew intentionally ran the vessel aground around 200 m from the shoreline.

Support vessels from Porto de Impetiba were dispatched to assist the operation. Authorities safely evacuated 12 non-essential crewmembers, while 17 personnel remained

on board to support recovery efforts. No injuries were reported.

Brazilian port authorities also installed a containment boom around Skandi Amazonas as a precautionary measure. No oil spill or other signs of pollution had been identified at the time of reporting.

A spokesperson for DOF said the company was monitoring the situation and would arrange for the vessel's transfer to a suitable port. The company also confirmed that an investigation into the probable cause of the incident is underway.

Skandi Amazonas has been operating in Brazil since 2024 under charter to Petrosbras.

[hmt-news.com](https://www.hmt-news.com)

## ADES Wins \$270 Million in Rig Deals

ADES has secured one new jackup contract in Nigeria and one North Sea extension, increasing its firm backlog by about \$270.1 million.



Shelf Drilling Winner (Image credit: Ejvind John Olldag / Marine Traffic)

18, May 2026

ADES has secured one new drilling contract and one contract extension covering two jackup rigs. The company said the two deals increase its backlog by about \$270.1 million.

The Saudi oil and gas drilling contractor said Nigerian exploration and production company Belop awarded a new contract for the 1982-built jackup Main Pass IV in Nigeria.

The contract covers a one-year firm period and includes an additional one-year unpriced option. The firm portion is valued at about SAR 180.7

million, or \$48.2 million.

Main Pass IV has recently finished its previous work in the region and is being prepared for the new campaign. Operations under the contract are expected to begin in the third quarter of 2026.

In a separate deal, Tenaz Energy extended the contract for the 2014-built jackup Shelf Drilling Winner in the Dutch sector of the North Sea. The extension changes the original one-year firm period into a three-year firm term, while keeping the same optional structure.

The contract began in mid-November 2025 and was

initially agreed as a one-year firm deal with two additional one-year options. Including the revised firm period and both optional extensions, the total potential contract value is about SAR 832.2 million, or \$221.9 million.

ADES said the awards come as offshore rig supply remains tight and suitable units remain limited in availability.

[hmt-news.com](https://www.hmt-news.com)

## Prosafe Secures Safe Caledonia Contract

Prosafe has signed a contract with Ithaca Energy for Safe Caledonia to provide accommodation support at the Captain field from Q2 2027.

18, May 2026

Prosafe has signed a contract with Ithaca Energy to deploy the semi-submersible accommodation vessel Safe Caledonia on the UK Continental Shelf.

The agreement follows a letter of award issued in December 2025. Under the contract, Safe Caledonia will provide accommodation support at the Captain field in the UK

sector of the North Sea for a firm period of six months from the second quarter of 2027. The deal also includes up to three months of options.

The total contract value is estimated at about \$30 million to \$44 million, depending on whether the optional period is used.

Safe Caledonia has previously worked with Ithaca Energy in UK waters. Prosafe said the new contract contin-

ues its relationship with the North Sea-focused operator.

Prosafe chief executive Reese McNeel said the company was pleased to continue working with Ithaca Energy and to support activity at the Captain facility in 2027. He also said the vessel and crew were expected to deliver reliable gangway connection during the assignment.

[hmt-news.com](https://www.hmt-news.com)



Prosafe's semi-submersible accommodation vessel Safe Caledonia - Image source: Prosafe

## Sakarya FPU Topside Module Fabrication Begins

Wilson New Energies has started topside module fabrication in China for the Sakarya Phase 3 FPU, advancing Turkish Petroleum's Black Sea gas project.



Image source: Wilson

18, May 2026

Wilson New Energies has started topside module fabrication in China for the floating production unit planned for Turkish Petroleum's Sakarya Phase 3 gas development in the Black Sea.

The new work follows hull steel cutting at Wilson New Energies' Nantong yard in February. The FPU is being built as a ship-shaped double-hull unit with a length of 282 m and a breadth of 54 m. It will process, compress and export natural gas, with planned export capacity of 25 million cubic meters per day.

Wilson New Energies is responsible for engineering, procurement, construction, installation and commissioning after completing FEED work last year. The main modules are expected to be joined with the hull by June 2027. The unit is designed for a 30-year op-

erating life.

Sakarya was discovered in 2020 and has estimated reserves of more than 400 billion cubic meters. Phase 3 includes 27 new ultra-deep-water wells at about 2,150 m and is intended to add 20 million cubic meters per day to field capacity.

The FPU will connect the Sakarya and Amasra gas fields with onshore facilities at Filyos through new subsea flowlines and trunklines. Saipem is handling subsea pipeline installation, while Baker Hughes is supplying subsea production and well-completion systems. Tenaris SA is providing line pipes, casing and anti-corrosion coating services.

Hull float-out is scheduled for April 2027, with offshore installation planned later that year.

[hmt-news.com](https://www.hmt-news.com)

## Yinson Secures \$131.5 Million for Vietnam FSO

Yinson Productions and PTSC secured \$131.5 million in financing for an FSO under construction in China for Vietnam's Block B offshore gas project.

18, May 2026

Yinson Productions and joint venture partner PTSC have secured \$131.5 million in senior secured bank financing for a floating storage offloading vessel being built for the Block B project offshore Vietnam.

The FSO is under construction in China and is scheduled for completion in 2027. After delivery, the vessel will operate at Block B under a 14-year firm charter awarded by Phu Quoc Petroleum Operating Company, with extension options of up to nine years.

The financing package was structured and arranged internally and will partly fund the construction of the vessel. The facility has a 12-year maturity after delivery, aligned with the duration of the offshore project.

According to Yinson Productions, the financing is



Image source: Yinson Productions

notable for its overall tenor of more than 13 years, including 12 years post-delivery, at a

time when offshore and shipping finance markets are generally offering shorter matur-

ities linked to Basel regulatory requirements.

The vessel is the second

of two sister FSOs currently under construction in China by Yinson Productions for deployment in Vietnam. The first unit is being built for Murphy Oil and is expected to be completed later this year. Both vessels are separately financed and jointly owned with PTSC.

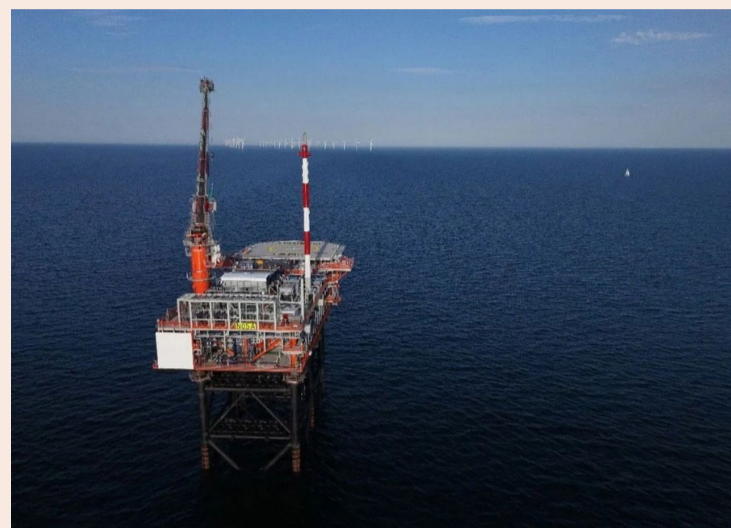
The double-hull, turret-moored FSO is designed to operate offshore for up to 25 years without drydocking. The unit will have storage capacity of up to 350,000 barrels of condensate.

Vietnam's Block B gas project is located offshore southwest Vietnam in water depths ranging from 77 m to 80 m, approximately 250 km from Ca Mau province.

[hmt-news.com](https://www.hmt-news.com)

## Eni and ONE-Dyas Plan More Dutch North Sea Drilling

ONE-Dyas and Eni are preparing more Dutch North Sea drilling in 2026 as N05-A production rises and further wells are planned across N05-A, L10 and K12.



Platform N05-A (Source: One-Dyas)

19, May 2026

ONE-Dyas and Eni are preparing further offshore drilling activity in the Dutch sector of the North Sea in the second half of 2026, with work linked to the N05-A, L10 and K12 areas.

Tenaz Energy holds a 33.3% working interest in the N05-A pool, which forms part of the Gateway to the Ems area. The company said the N05-A-01 well produced steadily at 74 million cf/d in Q1 2026. Operator ONE-Dyas completed the N05-A-03 development well, which started production in Q2 2026 at a stable rate of 40 million cf/d.

Gas production from the second production well on the N05-A platform began in April 2026. With the second well online, annual production rose from about 700 million cubic

meters to around 1 billion cubic meters. The platform's full production capacity is 2 billion cubic meters per year.

That level represents 7% of Dutch gas demand and 2.5% of German demand. Tenaz expects maximum production to be reached in Q4 2026, before winter, as drilling work continues.

The broader GEMS area, where N05-A is located, has an estimated potential of about 50 billion cubic meters of natural gas. The resources come from several smaller fields that support a stable supply to both countries.

ONE-Dyas said the second well marks the move from start-up to a higher production phase. The company linked the additional output to lower import dependence, use of existing North Sea infrastructure and continued operations

within current environmental and safety standards.

The N05-A platform is powered by electricity from the nearby Riffgat offshore wind farm, allowing gas production with virtually no CO2 emissions. Tenaz said drilling of the N05-A-02 development well also started in Q1 2026. After that well is completed, ONE-Dyas is expected to drill one extension well and one exploration well from the platform during H2 2026.

Under the L10 license, in which Tenaz holds a 21.4% working interest, Eni completed the L10-M4 well, also known as Malachite. The well recorded 14.5 million cf/d at a flowing wellhead pressure of 1,755 psi during a seven-hour test. The L10 facility is being prepared to connect the well.

Tenaz said the rig has moved to another area where it has no interest. Under current plans, Eni is expected to drill a new sidetrack well on the K12 license in late H2 2026.

Tenaz also plans to drill an additional horizontal stimulated K17 well in the Dutch North Sea before continuing activity on other operated licenses. The company recently extended the contract for ADES' Shelf Drilling Winner rig.

[hmt-news.com](https://www.hmt-news.com)

## TotalEnergies May Exit German Offshore Wind Sites

TotalEnergies reportedly plans to withdraw from several German offshore wind leases as rising construction costs and slower grid expansion weigh on project economics.



Source: Shutterstock

19, May 2026

TotalEnergies plans to withdraw from several German offshore wind leases, according to reports by NDR and Süddeutsche Zeitung.

The French oil and gas major has cited economic reasons for the move, the reports said. Construction costs have increased since the leases were awarded, while Germany's grid expansion has moved more slowly than planned.

TotalEnergies secured several German offshore wind ar-

reas in recent auctions. Some of those sites were awarded without state support contracts. Its German offshore wind portfolio totals nearly 10GW, including zones being co-developed with partners.

Germany is now preparing tenders for offshore wind areas that can receive Contracts for Difference. Industry observers said this raises questions over the business case for projects already awarded under earlier tender terms.

[hmt-news.com](https://www.hmt-news.com)

## Equinor Signs German Gas Supply Deal

Equinor has signed a five-year gas supply deal with Eneco to deliver Norwegian gas to LichtBlick in Germany until the end of 2030.

19, May 2026

Equinor has signed a five-year natural gas supply agreement with Eneco to deliver Norwegian gas to LichtBlick, the Dutch company's German subsidiary.

The contract covers gas from the Norwegian Continental Shelf and will run until the end of 2030. Annual deliveries are expected to total about 2.2 TWh, equal to around 0.2

bcm/year. Supplies to Germany began in April 2026.

According to the agreement, the gas supplied to LichtBlick has a lower greenhouse gas intensity than alternative sources available to the German grid. LichtBlick states that the contracted gas carries about 9% lower greenhouse gas intensity than its other supply options.

Eneco will also buy guarantees of origin from Equinor

through the Attributes SAS platform. These are described as "sustainability qualities" linked to the supplied gas.

Equinor said Norwegian gas continues to support Europe's energy security while offering a lower upstream emissions profile compared with some other sources. The company also noted that production from the Norwegian Continental Shelf is among the lower-emission sources

in the global gas sector, supported by offshore electrification and value-chain improvements.

For Germany, the agreement adds contracted supply at a time when gas remains part of the energy mix during the transition to lower-carbon systems. It also gives LichtBlick additional supply security while the company continues to pursue a fully renewable energy system.

The deal forms part of Equinor's wider long-term gas sales portfolio with European buyers, as demand continues for reliable gas supply with lower emissions characteristics during the energy transition.

[hmt-news.com](https://www.hmt-news.com)

## SK Innovation Starts Vietnam LNG Development

SK Innovation, PetroVietnam Power and NASU have launched the \$2.3 billion Quynh Lap LNG project in Vietnam, targeting commercial operations by December 2030.



Image source: SK Innovation

20, May 2026

SK Innovation, Petro-Vietnam Power and

NASU have held a ground-breaking ceremony for the Quynh Lap LNG project in Vietnam's Nghe An Province.

The event took place on 18 May 2026 in the Tan Mai area of Quynh Lap District and was attended by around 300 rep-

resentatives from Vietnam's central and local governments, alongside executives from the consortium partners.

The Quynh Lap project will develop a 1.5 GW LNG combined-cycle power plant and LNG terminal in Nghe An Province. The site is located approximately 220 km south of Hanoi.

Total investment in the project is estimated at around \$2.3 billion, with commercial operations targeted for December 2030.

SK Innovation said the project forms part of SK Group's specialized energy-industry cluster model proposed to the Vietnamese government. The initiative is intended to provide stable electricity supply for nearby high-tech industrial complexes and support AI

data centers and related infrastructure.

Following completion, the project is expected to strengthen power supply stability through Vietnam's national grid while supporting industrial development in the surrounding region.

Ahead of the ceremony, the consortium also conducted community support activities, including donations and supplies for local residents.

SK Innovation said it plans to expand its energy business portfolio in Vietnam through collaboration with local partners and government stakeholders across LNG, energy storage systems, renewable energy and small modular reactor technologies.

[hmt-news.com](https://www.hmt-news.com)

## Ensco Fined Over Fatal Rig Fall

Ensco Offshore UK Limited has been fined £267,000 after HSE found safety failures led to Jason Thomas falling through unsecured grating on Valaris 121.



Photo: Ensco International.

20, May 2026

Ensco Offshore UK Limited has been fined after safety failures led to the death of offshore worker Jason Thomas on the Valaris 121 in the North Sea.

Thomas, 50, from South Wales, was reported missing on 22 January 2023 while the rig was about 100 miles south-east of Aberdeen and under tow toward Dundee. He fell through an unsecured deck grating positioned outside a

door leading onto the deck. His body was not recovered despite a search involving HM Coastguard, two supply vessels, a helicopter and an aircraft.

The Health and Safety Executive found the grating had not been fixed in line with OEM requirements. Inspections also failed to confirm whether Hilti clips, used to secure grating panels to their support structure, had been properly fitted. HSE concluded that wave action during the

afternoon generated enough upward force to dislodge the panel.

Thomas had about 16 years of offshore experience and worked for Ensco Services Limited, a wholly owned company of Ensco Offshore UK Limited. He had advanced from roustabout to deck foreman and crane operator.

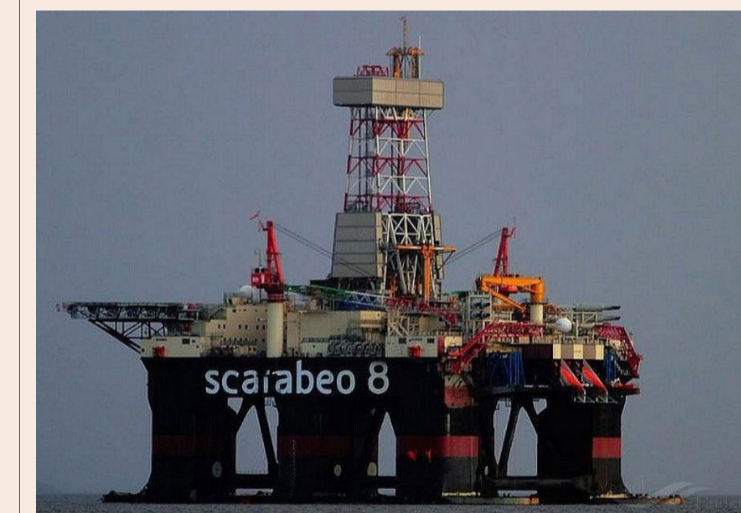
At Aberdeen Sheriff Court on 18 May 2026, Ensco Offshore UK Limited pleaded guilty to breaches of the Health and Safety at Work etc. Act 1974. The company was fined £267,000, with a £20,025 victim surcharge, making the total £287,025.

Following the incident, the company replaced polymer grating across its fleet with galvanised steel grating.

HSE principal inspector Steven Hanson Hall said the incident could likely have been prevented if the company had identified and controlled the risks, particularly during the rig move.

[hmt-news.com](https://www.hmt-news.com)

## Aker BP Secures North Sea Drill Permit



Scarabeo 8 (Image credit: Mario / Vessel Finder)

21, May 2026

Aker BP has obtained approval to drill exploration well 15/6-17 in the Norwegian sector of the North Sea, paving the way for operations at the Svarteknipa prospect in June 2026.

The drilling permit was issued by the Norwegian Offshore Directorate for production license 979. The license was awarded on 1 March 2019 and remains valid until 1 March 2029. The approval follows earlier consent granted by the Norwegian Ocean Industry Authority for exploration drilling in block 15/6.

Under the license structure, Aker BP operates the as-

set with a 60% interest, while Equinor holds the remaining 40%.

The well is scheduled to be drilled in a water depth of 102 m using Scarabeo 8, a sixth-generation dual-derrick semi-submersible rig owned by Saipem.

Built in 2012, Scarabeo 8 recently secured a contract extension with Aker BP, extending the rig's work scope with the Norwegian operator into 2028.

The semi-submersible has accommodation capacity for 140 personnel and can drill to depths of up to 10,668 m.

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## SBM Offshore Orders More FPSO Hulls

SBM Offshore has ordered two additional Fast4Ward® MPF hulls to support future FPSO tenders, including projects offshore Brazil and Guyana.

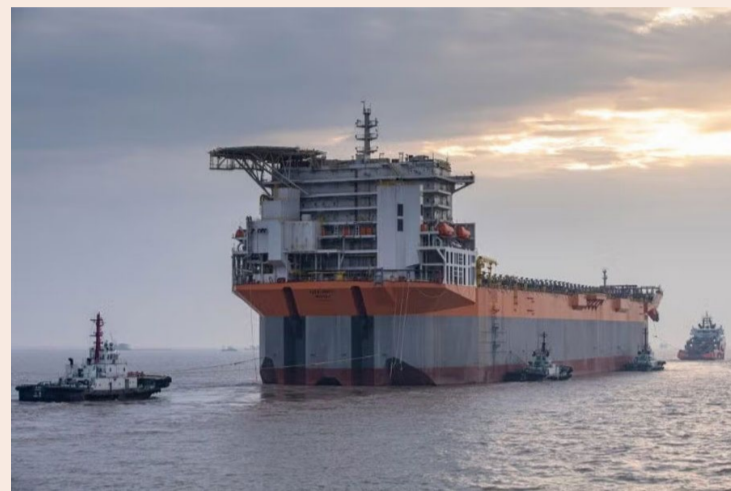


Illustration purpose only. (Image credit: SBM Offshore.)

20, May 2026

SBM Offshore has ordered two additional Fast4Ward® MPF hulls as it prepares for a stronger FPSO market and several active tender opportunities.

The latest order increases the company's FPSO hulls under construction to four. SBM Offshore has not disclosed which shipyard will build the two new hulls. The company has options to place additional hull orders with CSSC Waigaoqiao Shipbuilding, China Merchants Heavy Industry, and COSCO Shipping Heavy Industry.

The new hulls are expected to support current and future FPSO tenders. These include potential tenders in Brazil's Sergipe-Alagoas basin, where SBM Offshore is bidding for two gas-focused FPSO projects.

One hull already under construction has been as-

signed to the Longtail development offshore Guyana. In March 2026, project operator ExxonMobil awarded SBM Offshore a front-end engineering design contract for the FPSO.

If the Longtail project is approved, the FPSO will use the Fast4Ward® MPF hull. The unit is planned with natural gas processing capacity of about 1.2 billion cubic feet per day, condensate capacity of 250,000 barrels per day, mooring depth of about 1,750 m, and storage capacity of about 2 million barrels of oil.

Fast4Ward® MPF hulls use standardised topside modules and can reduce overall delivery time by up to 12 months. SBM Offshore has eight Fast4Ward® MPF hulls in operation or delivered, with four more under construction, bringing the total to 12.

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## BW Energy Backs Gabon and Brazil Growth

BW Energy has approved Bourdon in Gabon and Golfinho infill wells in Brazil, targeting more than 100,000 barrels per day in 2028.

20, May 2026

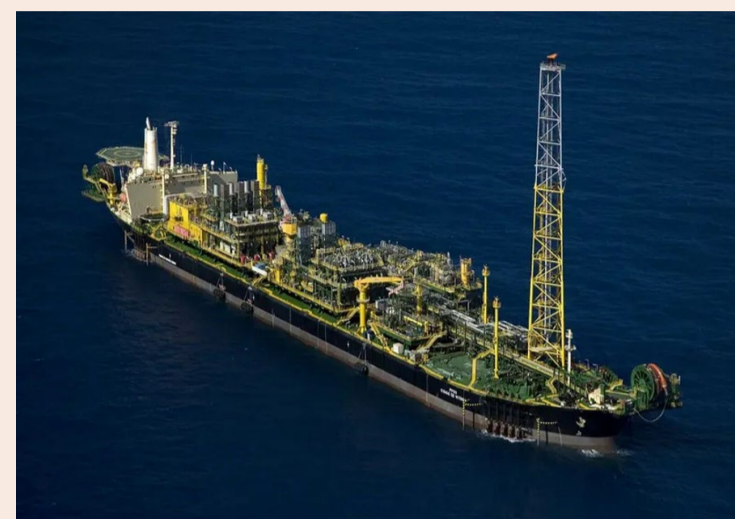
BW Energy has approved two offshore projects in Gabon and Brazil as it moves to increase production through phased developments tied to existing infrastructure.

The company has taken a final investment decision on the Bourdon development in Gabon's Dussafu license and will proceed with new infill wells in the Golfinho license offshore Brazil. The two projects together hold an estimated 2P reserves of 68 million barrels of oil equivalent.

The developments are expected to raise BW Energy's net production target by about 10% to more than 100,000 barrels of oil per day in 2028 and help support that level into the next decade.

Bourdon Phase 1 contains 25 million barrels of oil equivalent in gross 2P reserves and targets first oil in Q1 2028. The plan includes converting the Akoum rig, formerly Jasmine Alpha, into a wellhead platform with a 12-slot wellbay. Initial production is planned from three wells, with capacity for later phases. Additional potential near Bourdon is estimated at about 200 million barrels of oil equivalent in place.

Bourdon net capex is \$300 million, including about \$100 million before first oil. That early spending is supported



FPSO Cidade de Vitoria (Image credit: Marine Traffic)

by a sale-and-leaseback agreement with Minsheng. BW Energy said a term sheet has been signed for a long-term lease expected to cover 100% of wellhead platform capex before first oil. The project has an internal rate of return above 25% at \$60 per barrel and breakeven at \$45 per barrel at a 10% discount rate.

The Bourdon partners are BW Energy as operator with 73.5%, Panoro with 17.5%, and Gabon Oil Company with 9.0%.

In Brazil, the Golfinho campaign covers 50 million barrels of oil equivalent in 2P reserves, made up of 42% oil and 58% gas. First oil is targeted for the end of 2028. The campaign includes four wells in proven locations, with three in Golfinho and one in Camarupim. The wells will be tied back to FPSO Golfinho

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## Hilong Signs PTTEP Offshore Contract

Hilong Offshore Engineering has signed the ASK EPC03 contract with PTTEP in Myanmar, covering two offshore wellhead platforms.

21, May 2026

Hilong Offshore Engineering (Hong Kong) Limited, a subsidiary of Hilong Group, has signed the ASK Development EPC03 Project contract with PTTEP in Yangon, Myanmar. The agreement marks the first time Hilong will take part in a PTTEP-related project as an EPCI contractor.

The signing moves cooperation between the two companies into a new phase. PTTEP has been active in Myanmar's offshore energy sector and has participated in several offshore gas projects in the country.

Under the current plan, the ASK Project will include the construction of two wellhead platforms for offshore natural gas development. The project is linked to local energy supply and Myanmar's wider energy development.

Hilong and PTTEP have



Image source: PTTEP

previously worked together across FEED, project management, procurement, transportation and installation of

offshore platforms and subsea pipelines, as well as pre-commissioning activities. The ASK EPC03 contract

expands that relationship from project support to integrated EPCI delivery. The signing reflects PTTEP's recognition

of Hilong's project execution, engineering management and HSE performance.

For the project, Hilong will use its integrated EPCIC capabilities covering engineering design, procurement coordination, construction support, offshore installation and commissioning. The company will assign an experienced project team and management resources to support safe and efficient execution.

At the signing ceremony, Hilong described the relationship with PTTEP as a long-term partnership built through trust, shared growth and work on previous offshore projects. The company said it will maintain close coordination with the PTTEP project team during execution.

The "One Team, One Goal" theme will guide both parties as they work toward delivery of the ASK EPC03 Project.

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## Vår Energi Extends Goliat FPSO Monitoring

Vår Energi and CoreMarine have extended CoreIntegrity deployment on the Goliat FPSO, expanding digital monitoring and integrity management offshore Norway.



Goliat FPSO

20, May 2026

Vår Energi and CoreMarine have extended the

deployment of the CoreIntegrity digital integrity management platform on Goliat FPSO offshore Norway. The renewed agreement

builds on several years of work covering mooring system monitoring, integrity verification and operational

decision support on the floating production, storage and offloading vessel.

According to CoreMarine, CoreIntegrity has developed from a standalone monitoring tool into a wider operational support system. The platform now brings mooring data, wave radar, draft sensors and inspection records into one centralized digital environment.

The system has also supported improved mooring load verification methods and fatigue assessment programs through updated calibration and data validation workflows.

CoreMarine said the next phase is expected to add functionality for riser monitoring, automated model calibration, expanded fatigue tracking and enhanced survey interfaces to support offshore re-tensioning operations.

Future upgrades are also being aligned with NORSOK standards and could support broader deployment across additional offshore assets.

CoreMarine CEO Ben Fitzgerald said digital integrity management is becoming more important as operators work to improve operational reliability, reduce risk and extend offshore asset life.

Goliat FPSO, located in the Barents Sea, remains one of Norway's key producing offshore assets and has become a focus for offshore digitalization and integrity management work.

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## Ithaca Signs Harbour Rig Sharing Deal

Ithaca Energy has signed a rig sharing agreement with Harbour Energy for the Paul B. Loyd, Jr. semisubmersible in the UK North Sea.



Paul B. Loyd JR semi-submersible rig (Source: Dolphin Drilling)

20, May 2026

Ithaca Energy has entered into a rig sharing agreement with Harbour Energy covering Dolphin Drilling's 1,969-ft semisubmersible rig Paul B. Loyd, Jr. in the UK North Sea.

The agreement follows Harbour Energy's recent contract award for the rig, which runs until 30 August 2030. Harbour Energy also holds options to extend the contract by up to five additional years. The rig has been working for Harbour Energy under different agreements since Q2 2023.

Ithaca Energy said the sharing arrangement supports its organic growth strategy in the UK North Sea. The company highlighted the potential

drilling program for the Fotla development, continued infill drilling to reduce production risk, and commitments related to Plugging & Abandonment activities.

For Fotla, Ithaca Energy has already submitted the Field Development Plan and Environmental Statement. The company has also completed front-end engineering design activities and the main tendering processes, while securing long-lead items, construction vessels and rig capacity for the project.

The development is now moving into the early execution phase, supporting a targeted final investment decision by the end of 2026, subject to regulatory approvals.

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## Poland's First FSRU Set for 2027 Arrival

Gaz-System says Poland's first FSRU vessel has launched at HD Hyundai Heavy Industries and will arrive in the Gulf of Gdańsk by late 2027.

20, May 2026

Gaz-System has confirmed that Poland's first FSRU vessel has been launched at HD Hyundai Heavy Industries in South Korea and is scheduled to arrive in the Gulf of Gdańsk by the end of 2027.

The launch marks the completion of the vessel's main structural work and moves the project into its next shipbuilding phase. The unit is nearly 295 m long and 46 m wide, with LNG storage capacity of 170,000 m<sup>3</sup>.

Once operational, the Gulf of Gdańsk FSRU terminal will provide more than 6 billion cubic meters of natural gas regasification capacity per year. LNG delivered by sea will be converted back into gas and sent into Poland's national gas transmission system. Regasification services are planned to begin in Q1 2028.

Poland's energy officials said the program is intended to strengthen national energy security, diversify gas supply routes, and support the country's role as a regional gas hub for Central and Eastern Europe.



Image source: Gaz-System

The next phase will include outfitting and integration of the vessel's process systems. Key work includes installing the membrane system in the LNG tanks and fitting the regasification module. The coming months will also cover system start-up and integra-

tion, shore power connection, generator and boiler commissioning, power system tests, and later sea and gas trials.

Work is also advancing on the wider terminal infrastructure. A tunnel boring machine has arrived at Górkki Zachodnie, near Gdańsk, to build a

microtunnel exceeding 1 km for the offshore gas pipeline. The tunnel will pass beneath coastal forest, dunes, beach and seabed to connect the terminal with the national gas network.

Major construction work on the Gulf of Gdańsk terminal

jetty is expected to begin in the coming months. Pipeline work along the Gdańsk-Gustorzyn route is also progressing, with offshore and onshore works being carried out in parallel.

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## Borr Drilling Adds Jack-Up Backlog

Borr Drilling added 13 contracts in 2026, lifting jack-up rig backlog by more than 2,250 days as it expands its fleet and points to stronger long-term offshore drilling demand.

22, May 2026

Borr Drilling has strengthened its 2026 order book with 13 contracts secured year-to-date, adding more than 2,250 days of firm work and \$274 million in jack-up rig revenue backlog.

The Bermuda-based offshore drilling company expanded its fleet base in January 2026 by completing the \$360 million acquisition of five premium jack-up rigs from Noble Corporation. It also signed agreements to acquire five additional premium jack-up units through a new 50/50 joint venture for \$287 million.

First-quarter revenue stood at \$247 million, down 5% from the fourth quarter of 2025. Adjusted EBITDA reached \$88.5 million, a 16% decrease. CEO Bruno Morand said the result was mainly affected by the delayed start-up of Odin in the U.S. Gulf, along with an \$8.4 million credit loss provision.

Fleet activity remained active across several regions. Gerd completed work in Benin

and moved directly to Ivory Coast. Grid ended operations in Congo and started a new assignment in Angola. Natt moved from Congo to Nigeria, while Gunnlod began fresh work in Vietnam after completing its previous job in the same country.

Other rigs ended assignments during the period. Skald completed work in Thai-

land, Idun finished its job with PTTEP, and Groa concluded operations in Qatar. Odin is now expected to begin its delayed contract in June 2026, while Forseti remains under bareboat charter with Noble until December 2026.

New commitments include exercised options for Joro in Germany, an extension for Ran in Mexico, and new work

for Skald in Malaysia. Thor secured two Vietnam contracts running from July 2026 to March 2027. Sif received a letter of intent for Suriname, and Prospect 5 received a letter of intent for Gabon.

Morand said Borr Drilling continues to focus on covering open rig days in the near term while balancing day rates and contract duration. Full-



Ran jack-up rig (Image credit: Credit: Wintershall Dea/Frank Meyer)

year 2026 contract coverage has increased to 71%, with an average day rate of about \$137,000. Coverage for the second half of 2026 has also improved to 65%.

The company also raised \$300 million through senior unsecured convertible notes due 2033 after quarter-end. Proceeds were mainly used to repurchase existing convertible bonds due 2028, extending the company's maturity profile and reducing financing costs.

Morand said the Middle East conflict has added short-term uncertainty, although key regional tenders are still moving forward with limited delays. He added that higher oil prices and renewed attention on energy security could support shallow-water drilling demand over the longer term, with activity and day rates expected to respond after a 6 to 12-month lag.

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## Wood Wins Bul Hanine Engineering Deal

Wood has secured a detailed engineering design contract from COOEC for QatarEnergy's Bul Hanine offshore oilfield expansion in Qatar.



Image source: BOSKALIS

21, May 2026

Wood has secured a detailed engineering

design contract for QatarEnergy's Bul Hanine offshore

oilfield expansion project in Qatar.

The contract was awarded by China Offshore Oil Engineering Company (COOEC), the EPCI contractor for the Bul Hanine EPIC2 project. The work supports QatarEnergy's strategy to maintain and expand production from Bul Hanine, the country's largest offshore oilfield.

Under the scope, Wood will design an optimized solution for the field's complex pipeline network to enhance production capacity and extend asset life.

The work covers 25 pipelines, including safe interaction where pipelines cross existing infrastructure and thermal expansion management to protect long-term integrity. Wood will also carry out crossing analysis for 15 umbilicals and two power cables.

COOEC previously secured a \$4.0 billion contract from QatarEnergy for two key EPIC packages under the Bul Hanine expansion program.

Bul Hanine lies about 120 km offshore Qatar and has produced more than 1.3 billion barrels of oil. QatarEnergy has produced oil and associated gas from Bul Hanine and Maydan Mahzam for more than five decades.

Qatar has an oil production capacity of between 500,000 and 600,000 barrels per day, with a majority of the country's oilfield projects aimed at sustaining and expanding production. QatarEnergy is also progressing with further development of Maydan Mahzam, although its tender process has been affected by delays.

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## BP Expands Indonesia Offshore Portfolio

BP has signed three offshore PSCs in Indonesia, adding Bintuni, Drawa and Barong interests as partners target future natural gas and LNG opportunities.



Image source: Shutterstock / ID-2707832091

22, May 2026

**B**P has signed three production sharing contracts for offshore oil and gas blocks in Indonesia, bringing its total participation in the country to 11 blocks.

The new contracts include the Bintuni and Drawa exploration blocks near the BP-operated Tangguh LNG facility in Papua Barat. Their location close to existing infrastructure may support shorter-cycle development if exploration proves successful.

BP is also participating in the Barong block off East Java. Inpex operates the block with a 51% interest, while BP holds the remaining 49%.

The agreements were awarded through Indonesia's second Petroleum Bidding Round 2025 and signed with the Indonesian government, represented by SKK Migas. The signing was witnessed by Bahliil Lahadalia, Minister of Energy and Mineral Resources.

At Bintuni and Drawa, BP's partners are CNOOC South-east Asia, MI Berau, and Indonesia Natural Gas Resources

Muturi. MI Berau is a joint venture between Inpex and Mitsubishi Corporation, while Indonesia Natural Gas Resources Muturi is tied to LNG Japan Corporation.

William Lin, BP's EVP Gas & Low Carbon Energy, said the agreements show the company's continued investment in Indonesia's energy security and economic growth. He also said the proximity of two blocks to BP's current infrastructure could support future development and production, subject to exploration success.

The Barong working area is located offshore East Java, where several oil and gas fields have been discovered. Inpex expects stable energy demand in East Java Province over the medium to long term.

Inpex and its partner also expect that successful exploration could allow an early move into development and production. The Japanese company said upstream work in Barong is expected to support the growth of its natural gas and LNG business.

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## DeepOcean Wins North Sea FPSO Contract

DeepOcean has secured a North Sea FPSO decommissioning contract covering subsea disconnection, infrastructure removal and tow-to-shore support.



Photo source: DeepOcean

21, May 2026

**D**eepOcean has secured a contract to support the decommissioning and removal of a floating production, storage and off-loading vessel in the UK North Sea, expanding its decommissioning portfolio.

The offshore services contractor will carry out subsea disconnection work and support the FPSO's tow to shore as part of a wider recycling project involving a vessel currently operating on the UK continental shelf.

Managed from the company's Aberdeen base, the campaign includes hydrocarbon and chemical flushing, isolation and disconnection of

subsea trees, manifolds and pipeline systems, as well as removal of risers, umbilicals and mooring infrastructure.

The company will also oversee preparations for the FPSO's departure from the field and its tow to a recycling facility.

The work will use methodologies and specialist tooling developed during previous FPSO decommissioning campaigns in the region.

The operation will build on techniques deployed during the removal of the Gryphon Alpha FPSO in 2025, allowing the full offshore scope to be completed without the use of divers.

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## Denmark Receives Bids for 1.8GW Offshore Wind

Denmark has received bids for two offshore wind areas totaling at least 1.8GW as the country moves ahead with new North Sea and Hesselø projects.



Image source: RWE

22, May 2026

**D**enmark has received bids for two offshore wind development areas in the North Sea and Hesselø, covering a combined minimum capacity of 1.8GW.

The Danish Energy Agency confirmed that the bidding deadline closed on Wednesday and proposals were submitted for both offshore projects. The agency did not identify the participating bidders.

According to Green Power Denmark, the planned wind farms would raise Denmark's offshore wind capacity by around 70% compared with current levels before the Thor

offshore wind farm enters operation.

The projects are being offered under a state support framework with net payment ceilings set at DKK 15.7 billion for Nordsøen Midt and DKK 21.9 billion for Hesselø.

The Danish Energy Agency is reviewing the submitted bids and expects the evaluation process to conclude no later than January 2027.

Denmark is also preparing another offshore wind tender for the North Sea South area, planned for autumn 2028 with a minimum capacity target of 1GW.

Kristian Jensen, chief executive of Green Power Denmark, described the latest

tender as an important step for Denmark's offshore wind sector after the unsuccessful auction in December 2024.

He said the future wind farms would deliver large volumes of renewable electricity needed for the country's growing electrification demand.

Jensen also said the projects are expected to support Denmark's wind industry, including service companies, ports and thousands of workers.

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## Lamprell Starts Norfolk Vanguard TP Work

Lamprell has started manufacturing transition pieces for Norfolk Vanguard West, with first load-out expected in the second half of this year.

21, May 2026

**L**amprell has started manufacturing transition pieces for Norfolk Vanguard West, after cutting first steel in December 2025. The first completed units are scheduled for load-out in the second half of this year.

The company's work for RWE covers both Norfolk Vanguard West and Norfolk Vanguard East. Under the 2024 contract, Lamprell will

manufacture and supply 184 transition pieces, split evenly with 92 units for each offshore wind farm. The scope also includes the transport of the structures to RWE's official marshaling port.

Fabrication for Norfolk Vanguard East is planned to begin in the third quarter of 2026.

RWE also moved forward with turbine procurement in February/March, placing firm orders with Vestas for 92

V236-15.0 MW turbines for each project.

A firm monopile foundation order has not yet been announced. During earlier project development under Vattenfall, SeAH's Teesside facility in northeast England was selected as the supplier.

Commissioning of Norfolk Vanguard West is expected in 2029, followed by Norfolk Vanguard East in 2030.

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## Cadeler Revenue Rises on Fleet Growth

Cadeler reported higher first-quarter revenue and EBITDA as its expanded offshore wind installation fleet supported activity across key markets.



Wind Mover WTV (Image credit: Cadeler)

21, May 2026

**C**adeler reported a stronger first quarter of 2026 as its larger offshore wind installation fleet supported higher activity.

Revenue reached \$145.2 million (€125 million), compared with \$75.5 million (€65 million) in the first quarter of 2025. EBITDA also increased to \$54 million (€47 million), up from \$27.9 million (€24 million) a year earlier.

Fleet utilization across Cadeler's 10 operating vessels was 47.6%, down from 55.3% last year. The company linked the decline to transit periods for Wind Ally and Wind Mover, completed upgrade work on Wind Keeper, and scheduled dry-docking for Wind Orca.

Cadeler kept its 2026 guidance unchanged, with expected revenue of \$990 million to \$1.09 billion (€854 million to €944 million) and EBITDA of \$488 million to \$592 million (€420 million to €510 million).

[hmt-news.com](http://hmt-news.com)



Image source: Lamprell via LinkedIn

## Caledonia Wind Farm Secures Onshore Consent

Ocean Winds has secured full onshore planning consent for the 2 GW Caledonia offshore wind farm in Scotland, including underground cable infrastructure for grid connection.



Image source: Ocean Winds

15, May 2026

Ocean Winds has secured full onshore

planning consent for its 2 GW Caledonia offshore wind farm after Aberdeenshire Council's Infrastructure Services Com-

mittee approved the remaining application on 14 May. The approval covers around 3 km of underground

cable infrastructure needed to connect the project to the national electricity transmission network.

The onshore substation at Burnside received planning consent in July 2025. A separate application was later required for the underground cable corridor after regulatory and grid connection updates led to a limited route change. The revised connection is needed to link Caledonia with the planned SSEN Transmission substation at Greens.

Ocean Winds said the cable route was shaped by environmental assessments and consultation with statutory bodies, including SEPA, Historic Environment Scotland and NatureScot. The cable will be installed underground and is not expected to create any permanent visual impact.

Onshore construction is planned to begin in 2028.

Mark Baxter, Caledonia Project Director, said the approval represents a further step in moving the project forward. He said the underground cable connection is essential for linking the wind farm to the transmission network and delivering renewable energy at scale in support of Scotland's and the UK's energy transition plans.

Ocean Winds secured development rights for Caledonia through the Scottish Government's ScotWind leasing round in 2022.

With the onshore infrastructure now fully consented, Ocean Winds is awaiting the Scottish Government's decision on offshore consent for the project.

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## Cadeler Installs First Hornsea 3 Monopile With Wind Ally

Cadeler completed the first fully commissioned monopile foundation installation at Ørsted's Hornsea 3 offshore wind project using the newbuild vessel Wind Ally.



Wind Ally (Image source: Cadeler)

15, May 2026

Cadeler has completed the installation of the first fully commissioned monopile foundation installa-

tion at Ørsted's Hornsea 3 offshore wind project in the UK. The operation marked the first time Cadeler executed the full transportation and installation scope for offshore

monopile foundations, expanding beyond its traditional turbine installation activities. The XXL monopile installation was carried out by the company's newly delivered

A-class vessel Wind Ally, which was designed for the transport and installation of ultra-large offshore foundations. Following the monopile

lift, Wind Orca completed the installation of the secondary steel structures. The commissioning scope was then performed by the service operation vessel Esvagt Froude, while post-installation commissioning and completion work were handled by Boston Energy.

The installation campaign forms part of a contract covering the transportation and installation of 197 monopile foundations for the Hornsea 3 development. To support the project scope, Cadeler plans to deploy three offshore wind installation vessels from its fleet.

Once completed, Hornsea 3 is expected to become the world's largest offshore wind farm with a total generation capacity of 2.9 GW.

Bradley Scott, Project Director at Cadeler, said the milestone represented an important step in the company's expansion into full-scope foundation transportation and installation services.

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## South Korea Offshore Wind Auction Draws Heavy Demand

South Korea's H1 2026 offshore wind auction drew 9 projects totaling 3.6 GW for 1.8 GW of available capacity.



Image source: SK Innovation E&S

16, May 2026

South Korea's H1 2026 offshore wind auction has drawn strong competition, with bidding closing on 12 May for a round offering 1.8 GW of capacity.

Nine projects submitted bids, representing a combined 3.6 GW. That is twice the available capacity. The 1.8 GW tender volume is divided into three tracks: 1 GW for general fixed-bottom projects, 400 MW for publicly led developments, and 400 MW for floating wind.

Copenhagen Infrastructure Partners was the most active bidder, entering four proposals. Its submissions cover the Haesong 1 and Haesong 3 fixed-bottom arrays off the west coast, as well as the Haewoori 2 and Haewoori 3 floating wind projects in the Ulsan cluster off the east coast.

The floating wind track also includes bids from OW Ocean Winds, Kумыang Electric Co., and for the 375 MW East Blue Power phase of the KF Wind project.

The evaluation gives equal

weight to price and non-price criteria. Industrial contribution, grid readiness, and community acceptance are among the factors that will affect the result. Winners are expected next month.

The auction supports South Korea's offshore wind target of 18.3 GW by 2030. It also forms part of a wider tender schedule covering 7 GW to 8 GW across three rounds between H2 2024 and H1 2026.

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## Boskalis Orders 24,000-tonne Cable Lay Vessel

Royal Boskalis plans to build a 24,000-tonne cable lay vessel designed for offshore wind and long-distance HVDC interconnector projects.

18, May 2026

Royal Boskalis has announced plans to build a new high-capacity cable lay vessel to support growing demand for offshore power transmission linked to offshore wind and interconnector projects.

The new vessel will

be equipped with two 12,000-tonne cable carousels, giving it a combined carrying capacity of 24,000 tonnes. One of the carousels will feature a concentric design intended to transport larger volumes of high-voltage direct current cable in continuous lengths.

According to Royal Boska-

lis, the design can help reduce the number of offshore cable joints, lowering installation risk and supporting long-term reliability for subsea power transmission systems.

The vessel is scheduled to enter service in 2029 and will target offshore wind developments and cross-border interconnector projects, where

## Solstad Wins Arbitration Over CSV Charter Dispute

Solstad Offshore won arbitration tied to a disputed 2024 charter hire for the CSV Normand Maximus, securing about \$14.5 million including interest compensation.



Normand Maximus (Image source: Solstad)

15, May 2026

Solstad Offshore has secured a favorable ruling in arbitration proceedings linked to a disputed 2024 charter hire involving its construction support vessel Normand Maximus.

The Norwegian offshore vessel owner said the arbitration was concluded in its favor, resulting in payments of approximately \$13 million in charter hire and around \$1.5 million in interest compensation.

According to Solstad Offshore, the ruling will provide a positive liquidity effect of about \$14.5 million. The company also expects to record an estimated positive profit and loss impact of approxi-

mately \$7.5 million in its second-quarter 2026 accounts.

Built in 2016, Normand Maximus is the largest vessel in the company's fleet. The CSV measures 178 m in length, can accommodate up to 180 personnel, and is equipped with a 900 t active heave compensated crane and a 550 t vertical lay system.

Earlier this month, Solstad Offshore announced that the vessel had secured a letter of intent with an unnamed international subsea contractor. The agreement is scheduled to begin in the first quarter of 2027 and run through Q1 2029, with an option to extend the contract until Q1 2030.

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transmission distances are continuing to expand.

The investment comes as governments and energy developers move ahead with grid expansion programmes linked to decarbonisation and energy security objectives. Offshore wind farms are also being developed farther from shore, increasing demand for long-distance subsea transmission infrastructure.

Royal Boskalis said its offshore activities combine cable installation with seabed

preparation, trenching, survey work and rock installation services.

The Dutch contractor has more than 15 years of subsea cable installation experience and has completed over 140 offshore cable-related projects. Its current fleet includes three cable lay vessels, a trenching support vessel and a range of specialised trenching equipment.

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## NextEra Energy, Dominion Agree Merger

NextEra Energy and Dominion Energy agreed an all-stock merger that would create the world's largest regulated electric utility business.



Image: DAJIN

19, May 2026

NextEra Energy and Dominion Energy have signed a definitive agreement to combine through an all-stock transaction that would create what the companies describe as the world's largest regulated electric utility business.

Under the agreement, Dominion Energy shareholders will receive 0.8138 shares of NextEra Energy for each Dominion Energy share they hold. After completion, existing NextEra Energy shareholders are expected to own about 74.5 percent of the combined company, while Dominion Energy shareholders will hold about 25.5 percent.

The combined company will operate under the NextEra Energy name and serve approximately 10 million customer accounts in Florida, Virginia, North Carolina and South Carolina.

The boards of both companies have unanimously approved the transaction. Completion is expected within

12 to 18 months, subject to shareholder and regulatory approvals.

The companies said the merged business would own around 110 GW of generation capacity and would be more than 80 percent regulated.

Dominion Energy owns the 12 MW Coastal Virginia Offshore Wind pilot project and is building the 2.6 GW Coastal Virginia Offshore Wind commercial project, which is expected to become the largest offshore wind farm in the United States.

Offshore construction at the Virginia Beach project site began in 2024 and is now at an advanced stage. The first wind turbine was installed in January this year, and the project produced first power in March.

Once fully commissioned, expected in early 2027, the 2.6 GW offshore wind farm will be able to generate enough electricity to power more than 900,000 homes, according to the developer.

hmt-news.com



Image source: RTE

## Dajin Moves Into Offshore Wind Installation Vessels

Dajin Heavy Industry is reviewing offshore wind installation vessel development as Europe prepares for larger turbines and heavier foundations.

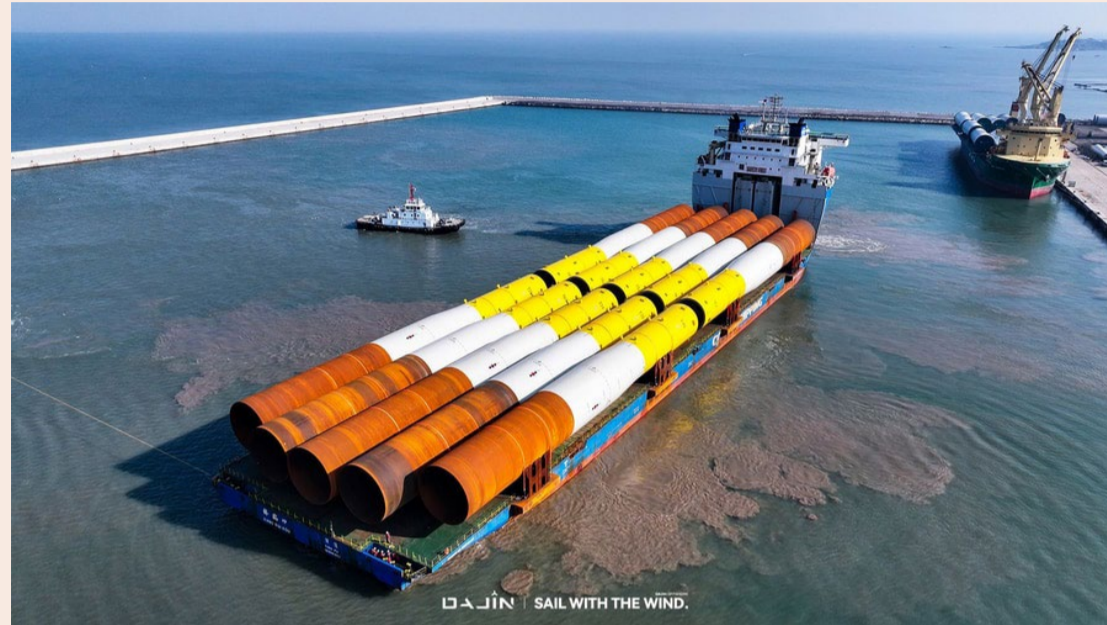


Image: DAJIN

19, May 2026

Dajin Heavy Industry is expanding its offshore wind business into installation vessels as Europe prepares for larger turbines and heavier foundations.

The company said it plans to offer European offshore wind developers a single service model covering foundation fabrication, sea transport, marshaling and offshore installation. The approach is aimed at linking manufacturing and marine execution within one project delivery chain.

Dajin Heavy Industry is also assessing whether to develop its own fleet of advanced installation vessels to help ease supply chain pressure in the sector.

The company said its current review includes technical and commercial studies on vessel functions, suitable vessel types and possible cooperation with partners.

According to Dajin Heavy Industry, the shift toward larger turbines and heavier foundations is creating demand for crane capacity and deck space beyond what many current vessels can provide.

The company said next-generation foundations will require installation capacity above 3,500 tonnes, with demand expected to rise from 2030.

Dajin Heavy Industry has signed a Letter of Intent with a leading European offshore wind farm owner-operator to explore cooperation on installation vessel solutions.

The parties plan to coordinate on vessel specifications, construction schedules and operating models for future offshore wind projects.

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## French Group Advances Floating HVDC for Offshore Wind

A French consortium has launched RHODÉ to develop and test floating HVDC grid connection technology for deepwater offshore wind farms from 2040 onward.

20, May 2026

A French consortium has launched the RHODÉ research and development project to prepare floating high-voltage direct current (HVDC) grid connection technology for future deepwater offshore wind farms.

The project brings together Chantiers de l'Atlantique, France Energies Marines, Fondation OPEN-C, GE Vernova, Nexans, RTE and SuperGrid Institute. The partners aim to support the deployment of France's first 320 kV and 525 kV floating HVDC connections from 2040 onward.

As part of RHODÉ, the consortium will develop and test key technologies needed for high-power floating HVDC connections. The work will also include two floating substation designs, one rated at 320 kV and the other at 525 kV.

The initiative is focused on offshore wind projects in water depths of more than 100 m and located far from shore.

In these conditions, fixed-bottom substations may face technical and economic limits.

The project scope includes design work, numerical modeling, laboratory testing, environmental studies, hydrodynamic basin testing, and offshore demonstrations.

RHODÉ has received EUR 16 million in funding from the French State under the France 2030 program operated by ADEME.

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## Gulf Expands European Offshore Wind Presence

Gulf Development has established a UK subsidiary to support European energy expansion and strengthen its offshore wind investments in Germany and the UK.



Borkum Riffgrund 2 (Image source: Ørsted)

20, May 2026

Gulf Development Public Company Limited has established a new wholly

owned subsidiary in the UK to strengthen its energy and infrastructure activities across

Europe.

The new entity, Gulf Energy Development Limited (GUK), was incorporated on 18 May and will support investment management, business development and strategic partnerships in the UK and European markets.

The company said the new subsidiary supports its long-term growth strategy in Europe and complements its existing renewable energy investments in the region, including stakes in the Borkum Riffgrund 2 offshore wind farm in Germany and the Outer Dowsing offshore wind project in the UK.

Gulf Development Public Company Limited entered the European offshore wind sector in 2020 through the acquisition of a 50% stake in the 465 MW Borkum Riffgrund 2 offshore wind farm from Global Infrastructure Partners.

Ørsted retained the remaining 50% stake in the German project.

Located offshore Lower Saxony, Borkum Riffgrund 2 operates with 56 Vestas V164-8.3 MW turbines and has been commercially operational since 2019.

In 2023, Gulf Development Public Company Limited acquired a 24.99% indirect stake in the 1.5 GW Outer Dowsing offshore wind project through a joint venture with Macquarie's Green Investment Group. TotalEnergies holds the remaining 50% stake in the project.

The Outer Dowsing offshore wind farm is planned approximately 54 kilometers off the Lincolnshire Coast. The project received development consent earlier this year.

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## China Starts Offshore Wind-Powered Underwater Data Center

China has started operating an offshore wind-powered underwater data center in Lingang, using direct wind power supply and seawater cooling for low-carbon computing.



Offshore wind-powered underwater data center in Shanghai (Lin-gang Special Area / Wenhui Daily)

19, May 2026

China has put an offshore wind-powered underwater data center into operation off the coast of the Lingang Special Area in the

China (Shanghai) Pilot Free Trade Zone.

The project, described as the world's first of its kind, was officially launched in June 2025 through a cooperation agreement between the Lin-

gang Special Area administrative committee, Shanghai Lingang Special Area Investment Holding Group and HiCloud Technology.

The development is planned in two phases.

The first phase is a 2.3 MW demonstration facility, while the second phase lifts total capacity to 24 MW.

In October 2025, Chinese authorities said construction of the wind-powered underwater data center had been completed. The project was presented as a demonstration for low-carbon computing infrastructure and local use of offshore wind power.

In February 2026, the Lingang Special Area said the CNY 1.6 billion, or about \$228 million, facility had been launched with total capacity of 24 MW.

The data center sits 10 m below the sea surface between the first and second phases of Lingang's offshore wind farm. Its underwater modules are placed near offshore wind turbines, using power supplied directly by the wind farm and seawater for

natural cooling.

Project developers said the system cuts electricity consumption by 22.8%, avoids water use and reduces land use by more than 90%. The facility maintains a power usage effectiveness level of around 1.15.

GPU servers inside the underwater modules support big data annotation and domestic large language model development. The setup also allows computing resources to be coordinated between offshore and onshore facilities.

The Lingang Special Area said computing clusters from companies including China Telecom had already been deployed, together with local computing service providers such as LinkWise.

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## GPSS Wins Inch Cape Vessel Support Deal

Global Port Services Shipping has won a multi-million-pound vessel support contract for Seaway7's Inch Cape Offshore Wind Farm work in Scotland.



Seaway Alfa Lift berthed at Invergordon, Port of Cromarty Firth

20, May 2026

**G**lobal Port Services Shipping has secured a multi-million-pound contract to provide marine logistics and vessel support services for Seaway7 on the Inch Cape

Offshore Wind Farm project in Scotland.

Under the agreement, the Port of Cromarty Firth in Invergordon will act as the intermediate port for Seaway Alfa Lift, a heavy lift crane vessel making its first calls to a UK port. The contract is expected to support about 100 local jobs and create further activity across the regional supply chain.

The deep-water port will serve as a project base for four vessel calls, totaling about 90 days. Global Port Services Shipping will work with other Global group companies, including Global Port Services Projects, Global Crane Services, and SB Services, as well as local subcontractors, to supply labor, equipment, and operational support.

The first call began in March 2026, with Seaway Alfa Lift staying in port for four

weeks before transition pieces for the wind farm were loaded at the Port of Leith. During the visit, more than 100 skilled local workers supported the vessel each day, including painters, welders, electricians and scaffolders.

A second call is planned for later in summer 2026. Support teams will operate around the clock on 12-hour shifts during each phase. More than 100 truckloads of equipment have already been delivered to the Port of Cromarty Firth, with further equipment also arriving by sea.

When complete, the Inch Cape Offshore Wind Farm will include 72 turbines about 15 km off the Angus coast. The project is expected to generate enough renewable electricity to power more than half of Scotland's homes.

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## Mingyang Eyes Spain After UK Factory Setback

Mingyang Smart Energy is considering Spain and other European locations for a turbine plant after UK support for its Scottish factory was blocked.

20, May 2026

**M**ingyang Smart Energy is reviewing Spain and other European locations for a possible turbine manufacturing plant after UK support for its planned Scottish factory was blocked on national security grounds.

The Chinese wind turbine maker had proposed a GBP 1.5 billion, about EUR 1.7 billion, facility at the Port of Nigg in Scotland. The site was expected to produce MySE 18.X-28X offshore wind turbines for European projects.

The plan was paused after the UK government said in March that it could not support the use of Mingyang Smart Energy turbines in offshore wind projects around the country. The company said the decision limited the UK's opportunity to gain from additional competition in a tight global turbine market. It also said its 18.5 MW platform had no direct European alter-



Source: MingYang Smart Energy

native.

Mingyang Smart Energy said it is not state-owned or state-controlled and cited its Shanghai listing and secondary London listing. The com-

pany also said it had prepared technology and commercial measures to address data and cybersecurity concerns.

Reuters reported that Mingyang Smart Energy has held

talks with the Spanish government and is also assessing other European locations for a potential manufacturing site.

The company had been selected as the preferred tur-

bine supplier for the Green Volt floating wind project in Scotland. It was also named in 2024 as a preferred supplier for the Waterkant project in Germany, where 18.5 MW turbines had been planned. Both projects have since dropped plans to use Mingyang Smart Energy technology, with the 300 MW Waterkant project switching to Siemens Gamesa turbines.

The 18+ MW model is still planned for Renexia's proposed 2.8 GW Med Wind floating wind farm in Italy. Renexia has already installed Mingyang Smart Energy technology at Taranto, also known as Beleolico, Italy's first offshore wind farm.

In 2024, Renexia and Mingyang Smart Energy signed a MoU with Italy's Ministry of Enterprises and Made in Italy covering turbine production in Italy and supply of the 18.8 MW model for Med Wind.

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## HJ Shipbuilding Hands Over First 7,900 TEU Green Container Ship

HJ Shipbuilding & Construction delivered its first 7,900 TEU green container ship, NAVIOS CYAN, more than two months ahead of schedule for Navios Maritime Partners.

15, May 2026

**H**J Shipbuilding & Construction has named and delivered its first 7,900 TEU-class eco-friendly container ship, completing the vessel more than two months ahead of schedule.

The naming ceremony for NAVIOS CYAN was held on 14 May at the company's Yeongdo Shipyard in Busan. More than 50 people attended, including Navios Maritime Partners Vice Chairman Shunji Sasada and HJ Shipbuilding & Construction CEO Yoo Sang-cheol.

The ship is the first of four 7,900 TEU container vessels ordered by Greek owner Navios Maritime Partners. HJ Shipbuilding & Construction secured contracts for two ships in 2024 and later added two more vessels. Deliveries are set to continue sequentially after the first handover.

NAVIOS CYAN can carry 7,900 twenty-foot containers.



Image: HJ Shipbuilding & Construction

To meet International Maritime Organization environmental rules, the vessel is fitted with a scrubber and built to allow future conversion to methanol

fuel, supporting carbon neutrality efforts.

The vessel also uses an advanced three-dimensional hull design to increase con-

tainer capacity.

HJ Shipbuilding & Construction said the early delivery showed stable project management and strong

construction quality, receiving recognition from both the owner and charterer.

The company resumed commercial shipbuilding in 2012 with an order for six 5,500 TEU container ships. Since then, it has expanded its eco-friendly vessel portfolio with 7,700 TEU LNG dual-fuel ships, 9,000 TEU methanol dual-fuel ships and the new 7,900 TEU class.

The shipbuilder plans to continue developing eco-friendly vessel technologies and target the 6,000-10,000 TEU container ship market, where demand is expected to align with carbon-neutral requirements.

CEO Yoo Sang-cheol said the company would strengthen its position as a specialist builder of eco-friendly ships by delivering high-quality vessels that meet customer needs and tougher environmental regulations.

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## BW LNG Orders Three-Tank LNG Carriers

BW LNG, part of BW Group, has ordered two more LNG carriers at HD Hyundai Samho, while TMS Cardiff Gas is linked to a separate Samsung LNG carrier deal.

18, May 2026

**B**W LNG, part of BW Group, has confirmed an order for two additional LNG carriers at HD Hyundai Samho, with deliveries planned for the second and third quarters of 2029.

The order follows a separate contract signed last November for two LNG carriers scheduled to join the fleet in the fourth quarter of 2028. HD Hyundai had earlier disclosed a two-vessel LNG carrier order on 13 May, valued at about \$508 million, without identifying the buyer.

The latest vessels will use a large-scale three-tank LNG carrier design, which BW LNG described as an industry first. The configuration is intended to provide more cargo capacity and lower boil-off while preserving full operational flexibility.

BW LNG said it developed the design in cooperation with GTT and HD Hyundai Heavy Industries to ensure compliance with required standards and performance needs. The com-

pany added that the vessels are expected to offer competitive unit freight costs and flexibility for changing LNG trade requirements.

According to BW LNG's website, its fleet consists of 34 LNG carriers and floating storage and regasification units.

Separately, TMS Cardiff Gas, led by George Economou, has been linked by shipbroking and market sources to a two-vessel LNG carrier order at Samsung Heavy Industries. The shipbuilder disclosed a contract worth about \$505 million for two LNG carriers, with deliveries scheduled through June 2029. The buyer was described only as an Oceania-based shipping company.

The reported deal adds to TMS Cardiff Gas' expanding gas carrier program. The company was also linked last week to two very large gas carrier newbuildings at HD Hyundai, while earlier this year it contracted CSSC Hudong-Zhonghua Shipbuilding for up to six 174,000-m<sup>3</sup> LNG carriers.

TMS Cardiff Gas remains one of



Image source: HD Hyundai Heavy Industries

Greece's major gas carrier operators and is continuing to expand across both LNG and LPG segments.

HD Hyundai has signed contracts for 98 vessels this year, including 16 LNG carriers. Samsung Heavy Indus-

tries has secured orders for 19 vessels, including nine LNG carriers, and has also won an FSRU order.

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## Samsung Heavy Wins \$756 million LNG Carrier Deal

Samsung Heavy Industries has secured a \$756 million order from Seapeak for three 174,000 m<sup>3</sup> LNG carriers scheduled for delivery in 2029.



Illustration only. (Source: Samsung Heavy Industries)

20, May 2026

Samsung Heavy Industries has secured a 1.1242 trillion won (\$756 million) contract to build three 174,000 m<sup>3</sup> LNG carriers for Seapeak.

The agreement was announced on 18 May. Each vessel is valued at about \$252 million, with deliveries planned for the first half of 2029.

The latest deal follows other May orders for Samsung Heavy Industries in the gas carrier sector. The company secured orders for one LNG-FSRU and two additional LNG carriers, bringing May's combined intake for six gas-related vessels to about \$1.59 billion. The LNG-FSRU was ordered by Malaysia International Shipping Corporation, while the additional LNG carriers came from TMS

Cardiff Gas. So far in 2026, Samsung Heavy Industries has won orders for 22 vessels worth a combined \$4.7 billion. The total includes 11 LNG carriers, one LNG-FSRU, two ethane carriers, two gas carriers, two container ships and four crude oil tankers.

The shipbuilder said geopolitical tensions in the Middle East and growing focus on energy security are increasing demand for high-efficiency LNG carriers. The company added that it plans to use its LNG carrier construction experience to support further order growth.

Although Samsung Heavy Industries did not identify the owner in its official announcement, Seapeak confirmed the order in its quarterly financial report. According to the owner, the three vessels will operate under 10-year charter agreements with an unnamed international energy company. Each contract also includes a five-year extension option.

The latest order expands the long-running partnership between Samsung Heavy Industries and Seapeak. In 2022, Seapeak ordered five 174,000 m<sup>3</sup> LNG carriers from the Korean shipbuilder in a deal valued at about \$1.2 billion, with deliveries extending through 2027. The companies signed another contract in 2025 covering two additional LNG carriers scheduled for delivery in the second half of 2028.

With the newly announced order, the two companies have now contracted a total of 10 LNG carriers together. As of the end of March 2026, Seapeak operated a fleet of 49 LNG carriers, including seven vessels under construction. The company also operated an LNG regasification terminal in Bahrain and managed a fleet of 42 LPG, ethane and multi-gas carriers, including six new-buildings.

[hmt-news.com](https://hmt-news.com)

## K Line Names LNG Canada Carrier

K Line has named the 174,000 cbm LNG carrier Diamond Gas Jade at Samsung Heavy Industries for use in the LNG Canada project in British Columbia.

21, May 2026

Japanese shipping company K Line has named a newly built LNG carrier assigned to the LNG Canada project in Kitimat, British Columbia.

The 174,000 cbm membrane-type LNG vessel was named Diamond Gas Jade at Samsung Heavy Industries' yard on 19 May 2026. The vessel was built for Diamond Global Energy, a subsidiary of Mitsubishi Corporation.

The ship is owned by a joint venture company and is planned for use at the LNG Canada project, in which Mitsubishi Corporation participates. LNG Canada is operated by a joint venture involving Shell, Petronas, PetroChina, KOGAS, and Mitsubishi.

The naming ceremony was attended by Tetsuro Wada, Chief Executive Officer of

Diamond Global Energy, and Yukikazu Myochin, Director and Chairperson of K Line's board. Wada named the vessel.

The name reflects jade, a well-known specialty of British Columbia, where the LNG Canada project is located. Jade is also associated with lasting prosperity, linking the vessel's name to the company's hopes for the project's long-term success.

The charter party between Diamond Global Energy and K Line represents the first long-term charter contract for a newly built LNG vessel between the parties. The carrier is expected to support the global energy supply chain by transporting LNG safely and efficiently by sea as energy demand continues to rise.

K Line has identified LNG as a priority area for future investment under its medi-



Image source: K Line

um-term management plan published in May 2022. The company said it will continue

responding to customer needs, expanding long-term contracts, and meeting grow-

ing energy demand.

[hmt-news.com](https://hmt-news.com)

## Marco Polo Marine Plans Shipyard Spin-Off

Marco Polo Marine plans to separate and list its shipyard business through a proposed reverse takeover transaction valued at up to S\$139.0 million.



PT. MARCOPOLO SHIPYARD.

19, May 2026

Marco Polo Marine plans to separate and list its shipyard business through a proposed reverse takeover transaction valued at up to S\$139.0 million.

The Singapore-listed offshore vessel operator and shipbuilder has signed a binding term sheet with Fuji Offset Plates Manufacturing Ltd, a company listed on the Catalyst Board of the SGX-ST. Under the proposed transaction, Fuji

Offset Plates Manufacturing Ltd will acquire all issued share capital of Marco Polo Shipyard Pte Ltd and MP Marine Pte Ltd.

The target companies own and operate the group's shipyard business, including PT

Marcopolo Shipyard in Indonesia.

The proposed consideration totals up to S\$139.0 million, consisting of a base consideration of S\$120.0 million and deferred consideration of up to S\$19.0 million. The deferred component will depend on the target companies meeting adjusted net profit after tax targets for the financial years ending 30 September 2026 and 30 September 2027.

Prior to completion, the target companies may also declare aggregate dividends of up to S\$10.0 million to Marco Polo Marine, providing additional cash proceeds alongside the share consideration.

The transaction will be settled entirely through the issuance of new ordinary shares in Fuji Offset Plates Manufacturing Ltd at an issue price of S\$0.701 per share. Following completion, Marco Polo Marine is expected to hold approximately 74.1% of

the enlarged issued share capital of the purchase. The stake could increase to around 76.8% if the maximum deferred consideration shares are issued.

Following the transaction, Fuji Offset Plates Manufacturing Ltd intends to seek shareholder approval to change its name to MPSE Ltd.

Listed on the Mainboard of the SGX-ST since 2007, Marco Polo Marine operates integrated marine logistics businesses across shipping and shipyard services. Its shipping division charters offshore support vessels in regional markets including the Gulf of Thailand, Malaysia, Indonesia and Taiwan. The group also provides tugboat and barge chartering services for customers in mining, commodities, construction and infrastructure sectors.

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## AI Robots Target Shipyard Rework

Researchers are developing AI-powered robots to scan ships during construction, compare work against digital twins and help shipyards detect build errors earlier.

20, May 2026

University of Michigan Engineering and Massachusetts Institute of Technology researchers are working with Japanese partners on AI-enabled robots designed to identify shipbuilding errors before they lead to rework or schedule delays.

The program is supported by a \$6.2 million grant from Japan's Ministry of Land, Infrastructure, Transport and Tourism. It is being overseen by Nippon Yusen Kaisha's Monohakobi Technology Institute and is scheduled to continue through early 2027.

The project addresses a common problem in ship construction. When pipes, cables or equipment are fitted in the wrong order, later installation work can be blocked. That can force redesign, extra labor, and delays.



Image source: Shutterstock / ID-272637809

Under the plan, autonomous robots fitted with LiDAR and cameras will inspect ships

while they are being built. AI models will compare the actual condition of the vessel with

a digital twin based on the original design. The system will then identify differences

and warn of potential fit-up issues before they become larger problems.

The developers are positioning the system as support for yard teams, not a substitute for workers. If the AI detects a mismatch, it will suggest possible options and explain the trade-offs. It will also show where human inspection is still needed.

Alan Papalia, assistant professor of naval architecture and marine engineering at the University of Michigan, said the goal is to create a co-pilot that uses AI and robotics to reduce the investigative burden on shipyard workers.

The technology will be trialled on a reconfigurable shipbuilding test block that can reproduce different construction and outfitting conditions.

[hmt-news.com](https://hmt-news.com)

## Panama Canal Congestion Rises Before June Lock Works

Panama Canal congestion is rising ahead of June lock maintenance, with reduced transit slots expected to add pressure to shipping schedules and freight costs.

19, May 2026

Vessel queues are increasing at the Panama Canal ahead of scheduled maintenance that will reduce transit capacity in June, raising concern over delays and freight costs across shipping markets.

The Panama Canal Authority plans dry chamber maintenance on the east lane of the Gatun Locks from 9 June 2026 to 17 June 2026. During the work, daily transit slots will fall to 16, and vessels will have to use the west lane, extending passage times.

The maintenance period comes as waiting times are already rising at both ends of the canal. Rerouted trade flows linked to the Strait of Hormuz crisis are adding pressure to the route.

SEB said congestion risks are increasing quickly. The bank reported average waiting times of 47.9 hours so far this month, about 60% above the January-February average before the war.

The bank warned that maintenance could deepen delays and push some ships into longer waits or costly rerouting via the Cape of Good Hope. It said both outcomes would tighten effective VLGC supply. SEB added that LPG freight markets remain supported, with US Gulf rates



Source: Panama Canal

close to record highs of about \$185,000 per day.

Weather risks are also adding pressure. The US National Oceanic and Atmospheric Administration estimates an 82% probability of El Niño returning between May and July, with up to a 37% chance of a

severe event by year-end.

El Niño has previously reduced rainfall in Central America, lowering water levels in Gatun Lake, the canal's main freshwater source, and forcing transit restrictions.

The Panama Canal Authority said there are currently no plans to restrict vessel traffic

during the rest of 2026. Officials said water conservation measures introduced since last year have helped keep Gatun Lake at relatively high historical levels.

The authority also said the canal continues to handle about 38 ships per day despite rising demand.

However, market pressure remains visible. Splash reported last week that auction prices for priority Panama Canal transits had reached \$4 million per vessel, above levels seen during the previous drought crisis.

[hmt-news.com](http://hmt-news.com)

## Iran Introduces Bitcoin Insurance for Hormuz Shipping

Iran has introduced a Bitcoin-settled insurance service for domestic ships crossing the Strait of Hormuz as Tehran moves to formalize control over vessel traffic and related fees.

19, May 2026

Iran has introduced a Bitcoin-settled insurance service for domestic shipping companies and cargo owners seeking to move through the Strait of Hormuz, according to documents cited by the semi-official Fars News Agency.

The service, named Hormuz Safe, is described as a digital insurance platform for Iranian maritime operators. Fars referred to screenshots from the platform's website but did not provide full details on how the policy structure works or whether non-Iranian vessels can use it.

Under the reported mechanism, insurance for shipments passing through the Persian Gulf, the Strait of Hormuz and nearby waters would be settled in Bitcoin. Coverage would begin after confirmation, with a signed digital receipt issued to the cargo owner.

The plan comes as Iran continues to face US sanctions and has expanded its use of cryptocurrencies, including Bitcoin and Tether, after Washington targeted its economy and energy ex-



Illustration purpose only. (Source: Shutterstock)

ports during President Donald Trump's first administration.

The Strait of Hormuz has remained a central point of tension since the US and Israel began airstrikes against Iran on 28 February. Iran's government and the Islamic Revolutionary Guard Corps have since sought to formalize control over the waterway through tolls, fees and designated routes.

Fars did not clarify whether Hormuz Safe is directly linked to the government's broader toll system or to the IRGC. The report noted that Fars is closely affiliated with the Guards.

The feasibility of a Bitcoin-based marine insurance model remains unclear. Bitcoin's volatility could complicate payment and claims handling, while foreign ship-

owners may avoid the mechanism because of potential exposure to US sanctions.

The insurance report came as Iran launched the Persian Gulf Strait Authority, a body presented as the country's official entity for managing traffic through the Strait of Hormuz. Iranian officials also said a professional mechanism for designated vessel movement would be unveiled.

Ebrahim Azizi, head of Iran's parliamentary commission for national security, said commercial vessels and parties cooperating with Iran would be able to benefit from the planned system. He added that fees would be collected for specialized services, while parties involved in the US-Israeli war on Iran would be barred from the route.

The reports also drew attention to Iranian businessman Babak Zanjani, who promoted the idea of a Hormuz shipping insurance scheme on 8 May and later shared details of Hormuz Safe shortly after the Fars report was published. Zanjani was released from prison last year after his death sentence was commuted. He had previously been arrested over the embezzlement of billions of dollars from Iran's oil ministry.

Iran's foreign ministry spokesman Esmail Baghaei said Iranian and Omani officials held meetings last week on joint efforts to develop a safe-passage mechanism for vessels using the Strait.

Source: Bloomberg

## Hapag-Lloyd Expands Women at Sea

Hapag-Lloyd has launched the Shefarer Program to increase women's participation at sea, with female cadets to make up at least 20% of new trainee intakes.

19, May 2026

Hapag-Lloyd has launched its Shefarer Program to increase the share of women working at sea and support more long-term career opportunities across the maritime industry.

The initiative is being carried out with Jebsen PTC, Anglo-Eastern Ship Management (Germany) GmbH and Marlow Navigation Co. Ltd. It focuses on attracting women to seagoing roles while providing stronger development support on board.

A key part of the program is trainee recruitment. Hapag-Lloyd said at least 20% of new trainee intakes will be female cadets. The target will also apply to its international crew pipeline, including young Filipino talent.

The company will introduce selected Shefarer vessels, where several women seafarers will work together across different ranks and functions. These may include cadets, officers, engineers, oilers and captains. The aim is to make women a visible and established part of shipboard

teams rather than isolated exceptions.

Hapag-Lloyd is also improving onboard facilities. All newbuildings entering service in the coming years will include separate changing rooms, showers and toilets.

Women currently account for 5.71% of Hapag-Lloyd's crew. Four women captains are also sailing for the company, representing 4.6% of its captains.

Silke Lehmköster, Managing Director Fleet at Hapag-Lloyd, said the program is designed to create practical

structures for women entering maritime careers and to support broader opportunities

across the fleet.

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Image source: Hapag-Lloyd

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## Iran Launches Hormuz Shipping Authority

Iran has launched the Persian Gulf Strait Authority to manage Strait of Hormuz traffic, warning that unapproved vessel transit may be illegal.

20, May 2026

Iran has launched the Persian Gulf Strait Authority to manage ship traffic through the Strait of Hormuz, raising control over a key route for global oil and LNG shipments.

Iran's Supreme National Security Council announced the new body on Monday and opened an official X account for the authority. In its first post, the authority said it would issue real-time updates on operations and develop-

ments in the Strait of Hormuz.

The move follows weeks of disruption after a conflict involving Iran, the United States, and Israel. The Strait of Hormuz normally handles about one-fifth of global oil and LNG shipments.

The new authority said vessels passing through areas under its control must coordinate fully with Iranian authorities and armed forces. It warned that transit without approval could be treated as illegal.

Iranian media had earlier

reported that vessels using the strait were receiving operational instructions through the PGSA email address.

The authority was formed after Iran said it had taken full control of the Strait of Hormuz following the conflict that began on 28 February. A ceasefire took effect on 8 April through Pakistani mediation, but no final agreement has been reached.

Iranian parliamentarian Ebrahim Azizi said the mechanism was developed under Iran's national sovereignty.

He said only commercial operators cooperating with Iran would benefit from the arrangement.

A draft bill introduced in Iran's parliament last month proposed restrictions on ships linked to the United States and other countries Tehran views as hostile. It also proposed a full ban on vessels linked to Israel and a toll system for approved transits.

Iranian authorities said toll revenue would be used for maritime security, environmental protection and com-

pensation linked to conflict damage.

Iranian media reported that daily traffic through the Strait of Hormuz has fallen from about 135 vessels before the conflict to a limited number of approved passages. Talks with Washington are continuing through Pakistani mediation channels.

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## Iran Defines Hormuz Oversight Zone

Iran's PGSA has outlined a claimed oversight zone across the Strait of Hormuz, raising concerns over permits, shipping risk, and legal exposure



Image source: PGSA via X

21, May 2026

Iran's self-declared Persian Gulf Strait Authority (PGSA) has published a clearer outline of the maritime area where it claims oversight authority in the Strait of Hormuz, adding pressure to commercial shipping already facing disruption in the region.

In a post on X, PGSA said Iran's "Strait of Hormuz management supervision area" extends from a line between Kuh Mobarak in Iran and south of Fujairah in the UAE to a line between the end of Qeshm Island in Iran and Umm al-Qaiwain in the UAE.

The description covers

much of the strait and nearby approaches between Iran and the UAE. A map published with the statement appeared to show broad areas of the Persian Gulf and Gulf of Oman under Iranian armed forces oversight, beyond the traffic separation scheme used by international shipping.

PGSA also said vessels operating on frequencies in the area would need coordination with the Persian Gulf Waterway Management and a permit from that entity to pass through the strait.

The declaration is part of Iran's wider attempt to formalize a permission-based transit system through Hormuz

during the ongoing U.S.-Israel-Iran conflict and a sharp decline in normal shipping activity.

New guidance issued this month by major shipping groups, including BIMCO, INTERTANKO, OCIMF, and the International Chamber of Shipping, warned that conditions around Hormuz remain unstable and dangerous even if traffic resumes. The guidance cited GNSS jamming and spoofing, AIS manipulation, unmanned surface vessel attacks, limpet mines, missile and drone strikes, sea mines near the traffic separation scheme, and rapid congestion after prolonged delays.

PGSA first appeared publicly earlier this month through an X account describing itself as Iran's legal authority for managing transit through the Strait of Hormuz. It warned that vessels passing through areas designated by Iranian authorities without full coordination would be treated as operating illegally.

Previous reporting indicated that shipowners had been asked to contact PGSA for transit authorization and provide operational details, including cargo values, crew nationalities, voyage origins and destinations, and past flag registrations.

Iranian officials also signaled plans to build a regional framework around the emerging system. Foreign Ministry spokesperson Esmail Baghaei said Tehran is seeking a mechanism with Oman for "sustainable security" in Hormuz and is prepared to develop safe shipping protocols with other coastal states.

Separately, Iran's Islamic Revolutionary Guard Corps navy said 26 commercial vessels, including tankers, container ships and other merchant vessels, had transited the strait over the previous 24 hours in coordination with Iran.

The move has raised concern among shipowners and maritime security advisors. According to the source, the industry remains skeptical

that an Iran-administered transit regime can provide reliable or legally secure passage. Concerns also include sea mines, GPS interference, vessel attacks, and legal exposure linked to coordination with Iranian authorities or entities connected to the Islamic Revolutionary Guard Corps.

The latest statements followed a U.S. Central Command announcement that U.S. Marines from the 31st Marine Expeditionary Unit boarded and searched the Iranian-flagged tanker M/T Celestial Sea in the Gulf of Oman before ordering it to change course. CENTCOM said the action was part of Washington's maritime blockade enforcement campaign, which it said had redirected more than 90 commercial ships near Iranian ports.

Industry guidance also warned that any reopening of transit windows could increase collision and grounding risks due to compressed vessel flows, AIS saturation, erratic maneuvering, reduced military oversight, and crew fatigue.

Commercial traffic through Hormuz remains well below normal levels, with many shipowners still avoiding transits without credible multinational security guarantees and verified mine-clearance operations.

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## Capesize Bulkers Collide Near Singapore

CAPE XL and HUGE KUMANO collided near Singapore's eastern anchorage area, with hull damage reported and no confirmed injuries or major pollution.



Photo source: Contributed / Tradewinds

21, May 2026

Two large bulk carriers collided near Singapore's eastern anchorage area on 20 May, drawing attention to traffic risks in one of the world's busiest shipping corridors.

The Marshall Islands-flagged CAPE XL, operated by Brave Maritime, and the Japanese-owned HUGE KUMANO, operated by Nissen Kaiun, sustained hull damage after the incident near the AEBA eastern bunkering anchorage.

The collision occurred close to the point where vessels departing the anchorage merge into the eastbound traffic lane of the Singapore Strait traffic separation scheme. The area handles steady movements of bulk carriers, tankers, container vessels, and

bunkering traffic.

Industry photographs showed the bow of CAPE XL lodged into the port side of HUGE KUMANO near the vessel's mid-aft section.

AIS data reviewed by shipping analysts showed both vessels later remained almost stationary in the area at very low speeds. Industry reports also said AIS signals temporarily displayed "Not Under Command" after the collision.

According to industry reports, CAPE XL had completed bunkering operations at AEBA before proceeding south to enter the eastbound traffic lane. HUGE KUMANO was already transiting within the lane when the collision occurred.

The incident underlined the complexity of navigation around Singapore waters, where vessels departing anchorage must join heavy traffic streams moving through the strait.

HUGE KUMANO is a 2020-built Newcastlemax bulk carrier with a deadweight capacity of about 208,848

tonnes. CAPE XL, built in 2011, has a deadweight of about 181,458 tonnes.

Shipping data showed CAPE XL was carrying bauxite loaded at Boke, Guinea, and was bound for Qingdao, China, with an estimated arrival around 29 May. The cargo status and destination of HUGE KUMANO had not been publicly confirmed at the time of reporting.

No injuries, flooding, or major marine pollution had been confirmed based on the latest available information.

The Maritime and Port Authority of Singapore had not released a formal statement on the cause of the collision, possible traffic measures, or the extent of damage to either vessel at the time of reporting.

Marine insurers, classification societies, and flag state investigators are likely to examine voyage data recorder information, bridge procedures, vessel speed management, and traffic coordination as part of the casualty review.

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## Norway Joins Baltic Sea Strategy

Norway joins the EU Strategy for the Baltic Sea Region, expanding cooperation on maritime safety, surveillance, security and regional resilience.

19, May 2026

Norway has become the ninth member of the EU Strategy for the Baltic Sea Region, joining Sweden, Denmark, Estonia, Finland, Germany, Latvia, Lithuania and Poland in a wider framework for regional cooperation.

The move expands Norway's role in a strategy that brings together the European Commission, EU countries around the Baltic Sea and Norway. The framework is intended to support coordinated work on shared regional issues, including maritime cooperation, surveillance and security.

The decision comes as the Baltic Sea region remains under heightened attention following several incidents involving damaged undersea

cables, which have raised concerns over sabotage and spying activities.

Norwegian Foreign Minister Espen Barth Eide said participation would strengthen cooperation with the EU in an area that has become increasingly important for both European and Norwegian security. He added that membership would provide broader opportunities for cooperation on maritime coordination, surveillance and security while supporting cohesion and resilience in neighbouring regions.

Minister of Local Government and Regional Development Bjørnar Selnes Skjæran said the strategy offers a political and strategic framework for cooperation among countries in the region. He noted Norway's more than 28



Baltic Sea (Photo: RomanBeliakov / Envato Elements)

years of Interreg cooperation experience and said membership could support regional development and help build stronger resilience across the region.

Norway's Ministry of For-

ign Affairs and Ministry of Local Government and Regional Development will invite public institutions, private companies and civil society organisations to participate in the strategy. Norwegian organisations will be able to join cooperation

projects covering maritime safety, energy, transport, culture, health, innovation, spatial planning, societal resilience and crisis preparedness.

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# Chinese-Owned Vessel Hit in Odesa Ahead of Putin China Visit

A Chinese-owned vessel was hit during a Russian drone strike on Odesa, according to Ukrainian President Volodymyr Zelenskyy, days before Vladimir Putin's planned state visit to Beijing.



Illustration purpose only. (Source: Shutterstock / ID-1657495696)

19, May 2026

Ukrainian President Volodymyr Zelenskyy said a Russian drone struck a Chinese-owned vessel during

overnight attacks on Odesa, adding fresh geopolitical tension ahead of Russian President Vladimir Putin's planned visit to China.

In a statement posted on

X, Zelenskyy said Russian forces carried out attacks on Dnipro and nearby areas for more than six hours. According to the Ukrainian president, the strikes targeted energy

infrastructure and residential buildings across the region.

He also said drones attacked Odesa, where one unmanned aerial vehicle hit a vessel owned by China operating near the port area.

Zelenskyy stated that Russian forces "could not have been unaware" of the vessel's identity during the attack. No further details were released regarding the ship's ownership structure, cargo, or the scale of the damage.

The Ukrainian president again called for stronger air defense support, urging European countries to develop independent anti-ballistic capabilities while increasing military assistance to Ukraine.

The incident came shortly before Putin's expected state visit to Beijing for talks with Chinese President Xi Jinping. Chinese officials said the two leaders exchanged congrat-

ulatory messages related to the 10th China-Russia Expo ahead of the visit.

China's foreign ministry spokesperson Guo Jiakun said Beijing and Moscow would continue expanding bilateral cooperation and coordination on international and regional issues. Putin's upcoming trip will mark his 25th visit to China.

The visit also follows recent diplomatic engagement between China and the United States after US President Donald Trump completed a visit to Beijing for discussions with Xi.

Putin's trip takes place amid heightened geopolitical pressure linked to the Middle East conflict and concerns surrounding the Strait of Hormuz blockade.

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## Korea Starts AI Platform for Autonomous Ships

South Korea has launched a \$23.9 million AI data platform project to support autonomous ship development with shipping companies and shipbuilders.

21, May 2026

South Korea's maritime sector has launched a joint AI data platform project to support the development of autonomous vessel technology.

The Ministry of Oceans and Fisheries (MOF) and the Ministry of Trade, Industry and Energy (MOTIE) started the Autonomous Ship AI Data Platform Project with 25 participating organizations, including shipping companies and shipbuilders. The participants have agreed to share operational data and collaborate on the initiative.

The project will run until 2029 with a total budget of about \$23.9 million. Public funding accounts for around \$20.7 million, while private investment totals about \$3.2 million.

The platform is intended to collect and analyse real-world



Image source: Shutterstock / ID-2726174105

operational data from vessels at sea. The data will be used to train Artificial Intelligence models for autonomous functions, including collision avoidance, route optimization, and equipment failure prediction.

Park Dong-II, Industry Policy Office Director at MOTIE, said the quality of data will

be a key factor in the competitiveness of future Korean autonomous ships. He also called for active data sharing among participating companies to build a strong data bank.

The Korea Research Institute of Ships and Ocean Engineering (KRISO) will manage

the technical implementation of the project. KRISO will collect 100 types of data across eight core sectors, including navigation, engine systems, remote control, and digital twins.

The government plans to organize and standardize the collected data so that both

large and small shipbuilders can use high-quality datasets for AI development.

Kim Hye-Jeong, Director of the Maritime Logistics Bureau at MOF, said autonomous ships are closely linked to the shipping and shipbuilding sectors' shift toward decarbonization and digitalization. She also noted that operational data from the project will support responses to international standards.

The project is connected to a wider Korean government program worth about \$400 million for fully autonomous navigation technology. That program is being carried out with domestic maritime stakeholders, with the first basic plan for autonomous ship development and commercialization expected in 2026.

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